



120 Adelaide Street West, Suite 2500
Toronto, ON M5H 1T1
Tel: (416) 644-1568
Email: ataylor@energyboutique.ca

July 8, 2016

Ms. Kirsten Walli, Board Secretary
Ontario Energy Board
2300 Yonge Street
27th Floor
Toronto, Ontario
M4P 1E4

Dear Ms. Walli:

Re: SP Belle River Wind LP (EB-2016-0008)

We are counsel to SP Belle River Wind LP (the "**Applicant**"). As provided in our letter to the Ontario Energy Board (the "**Board**") dated May 19, 2016, since filing the Application in the above-referenced proceeding on January 7, 2016 (the "**Application**"), the Applicant has determined that it is technically and financially feasible to construct the proposed transmission line entirely underground within the same route described in the Application (the "**Underground Option**").

Accordingly, we hereby file amendments to the Application, as well as supplementary evidence, to support an order(s) from the Board granting leave to construct the Underground Option. Specifically, as set out in the amended legal application at Exhibit B, Tab 1, Schedule 1, the Applicant applies to the Board for leave to construct the following facilities:

- i. on the generation side, a 230 kV/34.5 kV substation (the "**Joe Byrne Substation**");
- ii. an approximately 7km three-phase single circuit 230kV underground transmission line (the "**Transmission Line**") that will run from the Joe Byrne Substation to a switching station described in (iii) below;

- iii. a 230 kV switching station (the "**Brody Switching Station**") at the connection point on Hydro One's transmission system.

For clarity, the only change to the above requested Board order(s) as contemplated in the initial Application pertains to seeking express permission from the Board to construct the Transmission Line underground per romanette (ii) above.

In regard to public notice of the proposed Underground Option, the Applicant respectfully submits that no further public notice is required. The Board published a Notice of Hearing on or around February 3, 2016 (the "**Notice of Hearing**"), which was also sent by the Applicant to a number of interested and affected parties as required by the Board's Letter of Direction dated February 3, 2016. The Notice of Hearing was silent on whether the proposed transmission line would be underground or overhead:

"SP Belle River Wind LP is asking the Ontario Energy Board for permission to construct approximately 7 kilometres of 230 kilovolt electricity transmission line and associated facilities in the Town of Lakeshore in the County of Essex, Ontario. The transmission line would connect SP Belle River Wind LP's 100 MW Belle River Wind project to the provincial power grid."

Therefore, from the public's perspective, the Underground Option would not affect its understanding of the Transmission Line. Without any indication of the proposed transmission line being above or below ground, no members of the public, including those living adjacent to or in close proximity to the Transmission Line intervened in this proceeding. Further, the route of the proposed transmission line would be unaffected by the Underground Option, so the Transmission Line route map contained in the Notice of Hearing would remain unchanged by the Underground Option. For these reasons, the Applicant respectfully submits that the Notice of Hearing was sufficient, and further public notice with respect to the Underground Option is not necessary.

Additional public notice would also serve to duplicate non-OEB Act prescribed consultations undertaken by the Applicant. From the outset of planning the proposed transmission line, the Applicant has included the Underground Option as a possible construction method, as demonstrated by the fact that the Applicant's Renewable Energy Approval ("**REA**") permits the Applicant to construct either an above-ground or underground transmission line:

*"The Facility shall consist of the construction, installation, operation, use and retiring of the following...associated ancillary equipment, systems and technologies including but not limited to...**underground cabling, underground and overhead distribution and transmission lines.**"*¹ [emphasis added]

As part of the REA consultation process, the public was made aware of the possibility of an underground transmission line, ergo the undergrounding language in the Applicant's REA. An underground transmission line was, and still is, the preferred construction method by most landowners. As evidenced by a consolidated letter of support as filed at Exhibit E, Tab 1, Schedule 4, seventeen (17) of the twenty four (24) currently known residing landowners whose homes are adjacent to, but not directly affected by, the transmission route support the Underground Option. The remaining seven (7) landowners who were not present or available to meet when the Applicant attended their properties, primarily due to work (farming) commitments, vacation or other reasons. It is the Applicant's understanding from discussions with supporting landowners that all residing landowners living adjacent to the Transmission Line prefer or are neutral to the Transmission Line being constructed underground.

Further evidence of support for the Underground Option from adjacent landowners and the community is illustrated by the Town of Lakeshore's Council meeting minutes dated May 24, 2016, at Exhibit E, Tab 1, Schedule 3, which contains a report from the Town's Engineering Services Division:

*"During the negotiations of the Road Use Agreement Town staff have also been collaborating with Essex County staff regarding the details of the Belle River Wind Farm project implications that extend into along routes on County Roads. In particular the route of the transmission line that has raised concerns from residents along this route on County Road 31. **Through these collaborative meetings and discussions, Belle River Wind has committed to the transmission line going underground along its entire length.**"*² [emphasis added]

The Town of Lakeshore subsequently approved entering into the mutually agreed form of a road use agreement with the Applicant pursuant to a council resolution which expressly permits the underground installation of the Transmission Line within the Town's road allowances.³

¹ REA Schedule A, Paragraph 1(b) at http://www.belleriverwind.com/index.php/download_file/view/264/1/

² At page 43 of 72 at paragraph 15.

³ Exhibit E, Tab 1, Schedule 3 at page 45 of 72.

In regard to the Independent Electricity System Operator's (the "**IESO**") approval of the Underground Option as part of its System Impact Assessment ("**SIA**"), on June 24, 2016, the IESO issued a final addendum to its original SIA (the "**SIA Addendum**") that contemplates the Underground Option. The SIA Addendum provides, "...the proposed underground connection of the Transmission Project, operating up to 100 MW, is expected to have no material adverse impact on the reliability of the integrated power system." The Applicant received a *Notification of Conditional Approval of Connection Proposal* based on the Underground Option on June 24, 2016 (the "**Underground Option Notification**"). The SIA Addendum is at Exhibit F, Tab 2, Schedule 1 and the Underground Option Notification is at Exhibit F, Tab 2, Schedule 2.

In regard to Hydro One's Customer Impact Assessment ("**CIA**") originally filed at Exhibit G, Tab 1, Schedule 2, The Applicant has been advised by Hydro One by email at Exhibit G, Tab 1, Schedule 3 that, "Hydro One has no concerns with the changes made to the original Belle River application." Therefore, the CIA does not need to be updated as a result of the Underground Option.

In regard to crossing Highway 401, the Ontario Ministry of Transportation (the "**MTO**") is aware of the Underground Option. On June 29, 2016, the MTO issued an Encroachment Permit allowing the Applicant to drill two (2) boreholes as part of a geotechnical investigation in support of an underground crossing (Exhibit E, Tab 1, Schedule 5). Should the Applicant require an order from the Board to cross Highway 401 without the MTO's consent, it will file an application under section 101 of the *Ontario Energy Board Act, 1998*. However, at this time, discussions with the MTO have been positive and it is not anticipated that a section 101 application will be required.

The Applicant confirms that all costs for the proposed Transmission Project, including any incremental costs related to the Underground Option, will be borne by the Applicant.

Any supplementary evidence filed under this cover letter that contains the names of landowners has been filed pursuant to the Board's *Practice Direction on Confidential Filings* to protect their identities.

In light of the extensive supplementary evidence filed in support of the Underground Option, as well as the related amendments to the Application, we request that the Board proceed directly to the decision making phase of the proceeding. Time is of the essence since the Applicant is planning financing late this summer and an order(s) from the Board for leave to construct will be a condition precedent to financing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Taylor', with a stylized, cursive script.

Andrew Taylor

[Amended: July 8, 2016](#)

Index

<u>Exh.</u>	<u>Tab</u>	<u>Sch.</u>	<u>Title</u>
--------------------	-------------------	--------------------	---------------------

A	INDEX		
----------	--------------	--	--

1	1	Index
---	---	-------

B	APPLICATION		
----------	--------------------	--	--

1	1	Legal Application and Table of Concordance
---	---	--

2	1	Project Overview
---	---	------------------

Appendix 'A' - Draft Map for Notice of Hearing

Appendix 'B' - [Amended](#) Single Line Drawing of the Transmission Project

3	1	Need for the Project
---	---	----------------------

Appendix 'C' - Green Energy Investment Agreement

4	1	Impact on Rate-Regulated Transmitter
---	---	--------------------------------------

C	PROJECT DETAILS		
----------	------------------------	--	--

C	1	1	Route and Physical Design
---	---	---	---------------------------

2	1	Maps
---	---	------

(i) The Wind Farm

(ii) ~~The~~ [Amended](#) Transmission Line [\[Note: same route\]](#)

3	1	Illustrations
---	---	---------------

(i) [Amended](#) Single Line Diagram of the Wind Farm and Transmission Project

(ii) [Amended](#) Single Line Diagram of the Joe Byrne Substation

[Amended: July 8, 2016](#)

- (iii) [Amended](#) Single Line Diagram of the Brody Switching Station
- (iv) ~~Tower Design Illustrations~~ [Underground Transmission Line Plan and Profile](#)
- (v) [Amended](#) Joe Byrne Substation Layout Drawing
- (vi) [Amended](#) Brody Switching Station Layout Drawing
- ~~(vii) — Transmission Line Plan and Profile Drawings~~

D DESIGN SPECIFICATIONS AND OPERATIONAL DATA

- 1 1 Operational Details

E LAND MATTERS

- 1 1 Land Matters
- 2 Land-Related Forms
- [3 Town of Lakeshore Council Meeting Minutes](#)
- [4 Support Letter from Residents Adjacent to the Transmission Line](#)
- [5 MTO Encroachment Permit re Boreholes](#)

F SYSTEM IMPACT ASSESSMENT

- 1 1 Overview of System Impact Assessment
- 2 Notification of Conditional Approval of Connection Proposal
- 3 System Impact Assessment
- [2 1 System Impact Assessment Addendum](#)
- [2 Notification of Conditional Approval of Connection Proposal in accordance with SIA Addendum](#)

G CUSTOMER IMPACT ASSESSMENT

1 1 Overview of Customer Impact Assessment

2 Customer Impact Assessment

[3 Confirmation Email from Hydro One re Underground Option](#)

ONTARIO ENERGY BOARD

IN THE MATTER OF the *Ontario Energy Board Act*,
1998, S.O. 1998, c.15 (Sched. B);

AND IN THE MATTER OF an application by SP Belle River Wind LP for an Order or Orders pursuant to section 92 of the *Ontario Energy Board Act*, 1998 (as amended) granting leave to construct transmission facilities in the County of Essex, Ontario.

APPLICATION

1. This Application is made by SP Belle River Wind LP ("**Belle River Wind**" or the "**Applicant**"), by its general partner SP Belle River Wind GP Inc. The Applicant is a limited partnership formed pursuant to the laws of Ontario.
2. The Applicant's limited partners are indirectly owned by affiliates of Pattern Renewable Holdings Canada ULC ("**Pattern**") and Samsung Renewable Energy Inc. ("**Samsung**"), each of whom indirectly holds a 49.99% interest in the Applicant. The Applicant's general partner holds 0.02% interest in the Applicant, and is indirectly owned by Samsung and Pattern. A description of the Applicant and its partners, as well as an organizational chart, is at Exhibit B, Tab 2, Schedule 1, Section (i).
3. The Applicant hereby applies to the Ontario Energy Board (the "**Board**") pursuant to section 92 of the *Ontario Energy Board Act*, 1998 (the "**Act**") for an order or orders granting leave to construct the following facilities, all within the Town of Lakeshore in the County of Essex, to connect up to a 100 MW wind generation facility known as the Belle River Wind project (the "**Wind Farm**") to the Hydro One Networks Inc. ("**Hydro One**") transmission system:

- i. on the generation side, a 230 kV/34.5 kV substation (the "**Joe Byrne Substation**");
 - ii. an approximately 7km 230kV ~~overhead~~underground transmission line (the "**Transmission Line**") that will run from the Joe Byrne Substation to a switching station described in (iii) below;
 - iii. a 230 kV switching station (the "**Brody Switching Station**") at the connection point on Hydro One's transmission system.
4. The facilities described in paragraph 3 are collectively referred to herein as the "**Transmission Project**". [The burying of the Transmission Line is referred to herein as the "Underground Option".](#)
5. The Government of Ontario entered into a Green Energy Investment Agreement (the "**Agreement**") on January 21, 2010 with Samsung C&T Corporation (which wholly-owns Samsung, and is referred to herein as, the "**Samsung Parent**") and Korea Electric Power Corporation ("**KEPCO**"). The Agreement was subsequently amended on July 29, 2011 and June 20, 2013, and a copy of the fully amended and restated version of the Agreement (dated as of June 20, 2013) is attached hereto at Exhibit B, Tab 3, Schedule 3, Appendix 'C'.
6. Through its indirect ownership interest in the Applicant, Samsung along with its development partner Pattern will develop the Wind Farm of up to 100 MW located within the Town of Lakeshore. The Applicant entered into a 20-year Power Purchase Agreement with the Ontario Power Authority (the "**OPA**"), now the Independent Electricity System Operator (the "**IESO**") on September 22, 2014.
7. The Wind Farm will further the Ontario Government's policy objective to increase the amount of renewable energy generation being added to the Province's energy supply mix. In particular, the Wind Farm will contribute up to 100 MW of clean, renewable energy to the provincial electricity grid.

8. The impetus of this Application is to obtain leave to construct the Transmission Project to connect the Wind Farm to the IESO controlled grid.
9. The Applicant plans to locate the Transmission Line along road allowances pursuant to Road Use Agreements with the Town of Lakeshore and the County of Essex. Both the Joe Byrne Substation and the Brody Switching Station will be located on private property. A map of the Transmission Project route is at Exhibit C, Tab 2, Schedule 1(ii).
10. The Applicant is in the [process-final stages](#) of securing the necessary land rights for the Transmission Project, including Road Use Agreements with the Town of Lakeshore and the County of Essex [as more particularly described in the summary provided at Exhibit E, Tab 1, Schedule 1](#). The form of land use agreements offered by the Applicant to private landowners is at Exhibit E, Tab 1, Schedule 2.
11. The IESO completed a final System Impact Assessment Report ("SIA") for the Wind Farm and Transmission Project dated December 11, 2015. The IESO concluded that "the proposed connection will not result in a material adverse impact on the reliability of the integrated power system". The Applicant also received a *Notification of Conditional Approval of Connection Proposal* (the "**Notification**") from the IESO on December 11, 2015. The final SIA is at Exhibit F, Tab 1, Schedule 3 and the Notification is at Exhibit F, Tab 1, Schedule 2. [In response to information the IESO received from the Applicant in respect of the Underground Option and the Application, the IESO issued an addendum to the SIA on June 24, 2016 \(the "SIA Addendum"\) \(Exhibit F, Tab 2, Schedule 1\). The SIA Addendum also concluded that the proposed underground connection of the Transmission Project "is expected to have no material adverse impact on the reliability of the integrated power system." On June 24, 2016, the Applicant received from the IESO a *Notification of Addendum of Conditional Approval of Connection Proposal* based on the \[SIA Addendum and Underground Option \\(Exhibit F, Tab 2, Schedule 2\\)\]\(#\).](#)

12. Hydro One completed a final Customer Impact Assessment Report ("CIA") for the Wind Farm and Transmission Project dated December 11, 2015. The CIA is at Exhibit G, Tab 1, Schedule 2. [Hydro One did not require the CIA to be amended to address Underground Option \(Exhibit G, Tab 1, Schedule 3\).](#)
13. The Applicant is subject to the requirements of the Renewable Energy Approval ("REA") process under Ontario Regulation 359/09 under the *Environmental Protection Act*. The final REA submission package for the Generation Project was submitted to the Ministry of the Environment on May 29, 2015 and was deemed complete on July 29, 2015. [The Ministry of Environment issued the Applicant's REA on January 13, 2016 and no legal appeals permitted under Section 142.1 of the *Environmental Protection Act* \(Ontario\) and the REA regulation \(O. Reg. 359/09\) were filed with the Ontario Environmental Review Tribunal to challenge the issuance of the REA during the statutory prescribed time period. The issued REA contemplates both an above-ground and underground transmission line.](#)
14. The Transmission Project and the cost of connecting to Hydro One's transmission facilities will be paid for by the Applicant. Therefore the cost the Transmission Project and the connection to Hydro One's transmission facilities will have no impact on transmission rates in Ontario. Discussions between the Applicant and HONI are ongoing regarding cost responsibility for any remote upgrades required by HONI to its transmission system.
15. This Application is supported by written evidence that is consistent with the Board's *Filing Requirements for Electricity Transmission Applications, Chapter 4* dated July 31, 2014 (the "**Filing Requirements**"). The Applicant's written evidence may be amended from time-to-time, prior to the Board's final decision on this Application. To assist the Board, a Table of Concordance has been appended to this schedule that cross-references the requirements set out in the Filing Requirements with the Application.

16. The Applicant requests that pursuant to section 34 of the Board's *Rules of Practice and Procedure* this proceeding be conducted by way of written hearing.

17. The Applicant requests that a copy of all documents filed with the Board in this proceeding be served on its authorized representatives as follows:

(a) The Applicant:

SP Belle River Wind LP
c/o Samsung Renewable Energy Inc.
2050 Derry Road West – 2nd Floor
Mississauga, Ontario
L5N 0B9

Attention: Ajeet K. Grover
Telephone: (905) 501-4795
Fax: (905) 285-1852
E-mail: ajeet.grover@samsung.com

With a copy to:

SP Belle River Wind LP
c/o Pattern Renewable Holdings Canada ULC
355 Adelaide Street West, Suite 100
Toronto, Ontario
M5V 1S2

Attention: Kim Sachtleben
Telephone: (416) 263-8025
Fax: (416) 979-8428
Email: kim.sachtleben@patternenergy.com

(b) The Applicant's Counsel:

The Energy Boutique

120 Adelaide Street West
Suite 2500
Toronto, Ontario
M5H 1T1

Attention: Andrew Taylor
Telephone: (416) 644-1568
Fax: (416) 367-1954
Email: ataylor@energyboutique.ca

Dated at Toronto, Ontario, this 7⁸th day of ~~January~~July, 2016.

SP Belle River Wind LP
By its Counsel

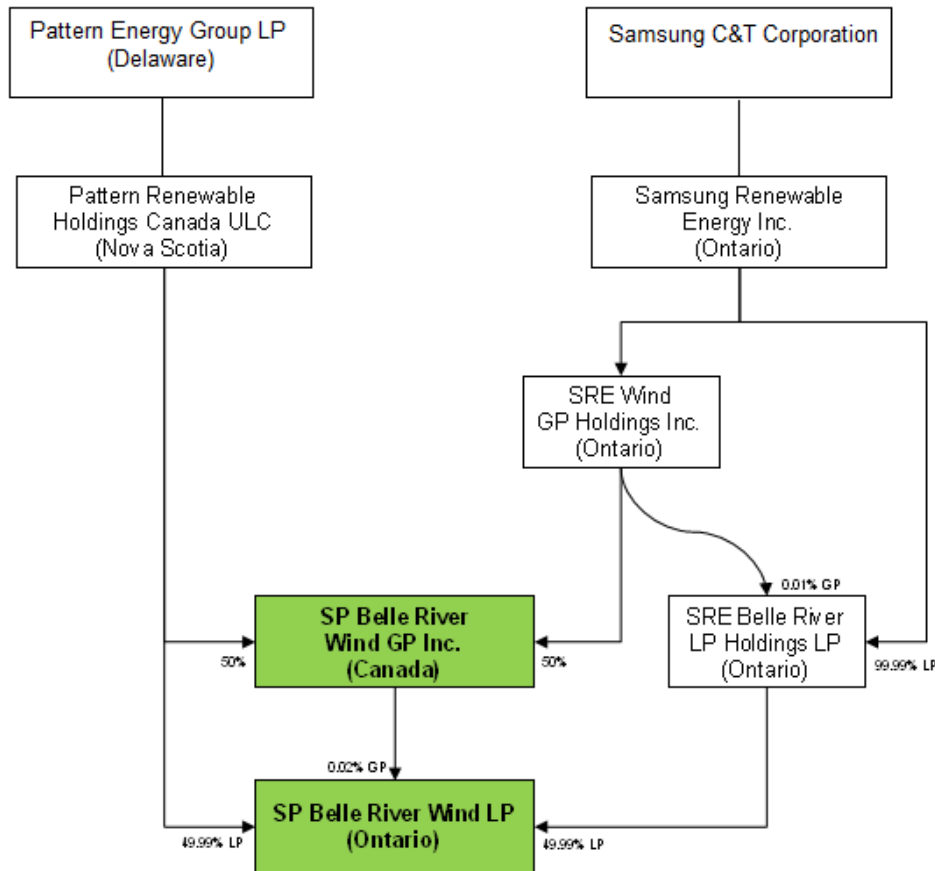
A handwritten signature in black ink, appearing to read 'Andrew Taylor', is written over a horizontal line.

Andrew Taylor

PROJECT OVERVIEW

1. The Applicant and Its Partners

The Applicant is SP Belle River Wind LP (the "**Applicant**") by its general partner SP Belle River Wind GP Inc. An organizational chart that illustrates the structure of the Applicant and its partners is set out below:



The following is information on the Applicant and the ultimate parent companies of its partners:

[Amended: July 8, 2016](#)

i. The Applicant

The Applicant is a limited partnership that was formed pursuant to the laws of the Province of Ontario on May 6, 2014 for the purposes of managing the development, construction and operation of an up to 100 MW wind generation facility known as the Belle River Project (the "**Wind Farm**"). The Applicant's two limited partners are Pattern Renewable Holdings Canada ULC ("**Pattern**") and an affiliate of Samsung Renewable Energy Inc. ("**Samsung**"), each holding a 49.99% interest in the Applicant. The general partner of the Applicant is SP Belle River Wind GP Inc., which is indirectly wholly owned by Pattern and an affiliate of Samsung, holds a 0.02% interest in the Applicant.

ii. Pattern Energy Group LP ("**PEG**")

PEG, Pattern's parent company, is one of North America's leading independent wind and transmission companies. Its mission is to provide its customers with clean, renewable energy, which it seeks to achieve by developing, constructing, owning and operating projects that are built for lasting success. PEG has projects totalling over 520 MW in operation and has many years of experience developing, managing construction and operating both High Voltage AC and DC transmission lines. This includes the 52 mile Trans Bay Cable - a 400 MW DC undersea transmission project serving approximately 40% of the load in the city of San Francisco. The PEG team has developed, permitted, financed, constructed and operated over one hundred miles of high voltage AC transmission lines associated with the wind farms they have developed.

In addition, PEG is growing and building on its current development pipeline, which includes over 4,000 MW of wind power and multiple transmission projects in the United States, Canada and Latin America.

[Amended: July 8, 2016](#)

PEG is a U.S. based company led by a committed and seasoned management team whose members, each with over 20 years' experience in the energy industry, have worked together for nearly 10 years. As a team they have developed, financed and managed more than \$4 billion of energy assets. PEG's subsidiary, Pattern (a limited partner of the Applicant), has an office in Toronto.

Both PEG and Pattern's senior management team is supported by a deep and talented group of developers, engineers, financial experts, and construction and operations specialists who bring expertise and a rigorous analytical perspective to all aspects of their business.

iii. Samsung C&T Corporation

Samsung is a wholly-owned subsidiary of Samsung C&T Corporation, which is a Korea-based company engaged in the construction and trading business. It operates its business under two divisions:

- 1) Its construction business division is engaged in construction works, such as commercial and residential building construction; civil engineering works, including construction of subways, roads, bridges, harbours, airports and large-scale reclamation projects; and plant building, covering nuclear power plants, electric power plants, energy storage and transmission facilities, petrochemical plants, industrial facilities and environmental facilities, as well as housing development and other related services.
- 2) Its trading business division exports and imports chemicals, steel products, nonferrous metals, transportation equipment, textiles, apparels, daily necessities and others. The company, formerly known as Samsung Corporation, was founded in 1938 and is headquartered in Seoul, South Korea. It is a public company whose shares trade on the Korea Stock Exchange.

[Amended: July 8, 2016](#)

iv. OEB-Licensed Projects in Ontario

Other electricity infrastructure projects in Ontario that the Applicant's partners are involved in include:

- SP Armow Wind Ontario LP ("**Armow Wind**") (EG-2014-0269) is the owner of a 180 MW wind generation facility located in Kincardine, Ontario. The project achieved commercial operation on December 7, 2015. Armow Wind is also a 50/50 joint venture between Pattern and an affiliate of Samsung. The project consists of 91 Siemens Energy wind turbines (Model SWT-2.3-10).
- K2 Wind Ontario Limited Partnership ("**K2 Wind**") (EG-2013-0439) is a 270 MW wind power project located in ACW Township, Ontario. The project reached commercial operation in June 2015. K2 Wind is a joint venture partnership equally owned by Capital Power LP, Pattern and an affiliate of Samsung (each indirectly holding a 33% equity interest). The project consists of 140 Siemens Energy wind turbines (Model SWT-2.3-10).
- Grand Renewable Wind LP ("**Grand Wind**") (EG-2012-0350) is the owner of a 149 MW wind generation facility located in Haldimand County, Ontario. Grand Wind is a joint venture partnership between Pattern (45%), an affiliate of Samsung (45%) and an affiliate of the Six Nations of Grand River (10%). The project consists of 67 Siemens Energy wind turbines (Model SWT-2.3-10).
- South Kent Wind LP ("**South Kent**") (EG-2011-0330) is the owner of a 270 MW wind generation facility located in the Regional Municipality of Chatham-Kent in southwestern Ontario. South Kent is a 50/50 joint venture partnership between Pattern and an affiliate of Samsung. The project consists of 124 Siemens Energy wind turbines (Model SWT-2.3-10).

- North Kent Wind 1 LP (“**North Kent**”) is the owner of a development-phase 100 MW wind generation facility located in the Regional Municipality of Chatham-Kent in southwestern Ontario. North Kent is a 50/50 joint venture partnership between Pattern and an affiliate of Samsung and is scheduled to achieve commercial operation in 2017.

2. Approval Sought

The Applicant applies to the Ontario Energy Board (the "**Board**") pursuant to section 92 of the *Ontario Energy Board Act, 1998* (the "**Act**") for an order or orders granting leave to construct the following facilities, all within the Town of Lakeshore in the County of Essex, to connect the Wind Farm to the Hydro One Networks Inc. ("**Hydro One**") transmission system:

- i. on the generation side, a 230 kV/34.5 kV substation (the "**Joe Byrne Substation**");
- ii. an approximately 7km three-phase single circuit 230kV [overhead underground](#) transmission line (the "**Transmission Line**") that will run from the Joe Byrne Substation to a switching station described in (iii) below;
- iii. a 230 kV switching station (the "**Brody Switching Station**") at the connection point on Hydro One's transmission system. (collectively, the Brody Switching Station together with the Joe Byrne Substation and the Transmission Line, the "**Transmission Project**")

3. Need for the Transmission Project

The Government of Ontario entered into a Green Energy Investment Agreement (the "**Agreement**") on January 21, 2010 with Samsung C&T Corporation (which wholly-owns Samsung and is referred to herein as, the "**Samsung Parent**") and Korea Electric Power Corporation ("**KEPCO**"). The Agreement was subsequently amended on July 29, 2011 and June

[Amended: July 8, 2016](#)

20, 2013, and a copy of the fully amended and restated version of the Agreement (dated as of June 20, 2013) is attached hereto at Exhibit B, Tab 3, Schedule 1, Appendix 'C'.

Through its indirect ownership interest in the Applicant, Samsung along with its development partner Pattern will develop the Wind Farm of up to 100-MW located within the Town of Lakeshore, County of Essex. On September 22, 2014, the Applicant entered into a 20-year Power Purchase Agreement with the Ontario Power Authority (the "**OPA**"), and legally succeeded by the Independent Electricity System Operator (the "**IESO**").

The Wind Farm will further the Ontario Government's policy objective to increase the amount of renewable energy generation being added to the province's energy supply mix. In particular, the Wind Farm will contribute a total of up to 100 MW of clean, renewable energy to the provincial electricity grid.

The purpose of this Application is to construct the Transmission Project to connect the Wind Farm to the IESO-controlled grid. As the development of the Wind Farm promotes the use of renewable energy sources in a manner consistent with the policies of the Government of Ontario, the Transmission Project is in the public interest pursuant to paragraph 96(2)(2) of the Act.

4. Transmission Project Location and Components

This section describes the locations of the proposed transmission facilities, as well as the locations of facilities that are ancillary to the Transmission Project, including the Wind Farm and its collector system, and the Hydro One transmission system to which the Transmission Project will connect. While detailed project maps are provided in Exhibit C, Tab 2, Schedule 1, in accordance with the Board's Filing Requirements, this Project Overview includes, at Appendix 'A' attached hereto a draft drawing suitable for publication with the Notice of Hearing and, at Appendix 'B', an [amended](#) simple single line drawing of the Transmission Project.

i. The Wind Farm and Collector System

[Amended: July 8, 2016](#)

The Wind Farm will be located in the Town of Lakeshore in the County of Essex, Ontario on public and private lands south of the community of Belle River. Its location was established based on interest expressed by local landowners, the availability of wind resources and availability of existing infrastructure for connection to the electrical grid.

The Wind Farm will be comprised of approximately forty-one (41) Wind Turbine Generators ("WTGs"). The maximum generation capacity of some of the WTGs will be permanently derated based on noise compliance requirements so that the total project output will not exceed 100 MW. The WTGs will connect to the Joe Byrne Substation via four 34.5 kV collectors.

A map that illustrates the location of the Wind Farm is at Exhibit C, Tab 2, Schedule 1(i).

ii. The Joe Byrne Substation

The 230 kV/34.5 kV Joe Byrne Substation will be located on private property on the east side of Lakeshore Road 125 just north of Byrnedale Road in the Town of Lakeshore in the County of Essex, Ontario. Its location is illustrated by the map at Exhibit C, Tab 2, Schedule 1(ii).

The Joe Byrne Substation will consist of the main 34.5 kV switchgear B1 bus and a main transformer rated 66/88/110 MVA, 240/34.5 kV with an under load tap changer.

[An amended](#) single line diagram of the Joe Byrne Substation is at Exhibit C, Tab 3, Schedule 1(ii). An illustration of the layout of the Joe Byrne Substation is at Exhibit C, Tab3, Tab 1(v).

iii. The Transmission Line

Components

From the 230 kV Joe Byrne Substation, a three phase single circuit 230 kV ~~overhead~~ [underground](#) transmission line, approximately 7 km in length, will connect to the 230 kV Brody

Amended: July 8, 2016

Switching Station. Major portions of the underground transmission line cables will be directly buried (open trench) electrical cable while some sections such as crossing highway 401 and other public roads will be installed using the horizontal directional drilling method. The direct buried portion of the transmission line will be approximately buried at an approximate depth of 1.2m from the finished grade while the horizontal directionally drilled section will be installed at a depth of 1.2m to 5m from the finished grade. For clarity, all sections of the Transmission Line that are located within public road allowances will be constructed underground. Some portions of the Transmission Line and/or ancillary equipment may be constructed above or below ground on private land leased by the Applicant in accordance with the information provided herein at Exhibit E. Approximately 35 self-supporting steel pole structures with average spans of 160-180 m will be installed on private land and Municipal road allowance to carry the Transmission Line conductors and aluminum clad steel shield wire with optical fibers. All the steel poles will be galvanized and will have concrete foundations.

The horizontal and vertical clearance of the Transmission Line from ground will be as per CSA C22.3 1-06 Standard. Along the proposed route, the Transmission Line will require approximately 8-10 m of width within the municipal road allowance.

Please refer to Exhibit C, Tab 3, Schedule 1(iv) for drawings showing typical installation details of underground cables. ~~pole an illustration of steel pole configuration and framing drawings.~~
~~Please refer to Exhibit C, Tab 3, Schedule 1(vii) for Transmission Line plan and profile drawings.~~

Proposed Transmission Route

The Transmission Line will run west from the Joe Byrne Substation towards the Lakeshore Road 125 for approximately 115 m ~~(Transmission Pole #1 to Transmission Pole #2)~~. The Transmission Line will then turn south and run along the Lakeshore Road 125 road allowance for approximately 430m and cross the Byrnedale Road ~~(Transmission Pole #2 to Transmission Pole~~

Amended: July 8, 2016

~~#4).~~ The Transmission Line will continue to run south along the unopened road allowance of the Lakeshore Road 125 for approximately 1.2 km (~~Transmission Pole #4 to Transmission Pole #11~~) and cross the Highway 401. The transmission line will be installed under highway 401 with horizontal directional drilling at a depth of approximately 4m to 5m below the finished grade. After crossing the Highway 401, it will continue to run south along the unopened road allowance of Wheatfield Road for approximately 1 km (~~Transmission Pole #12 to Transmission Pole #18~~) until it reaches N Middle Road. At N Middle Road, it will turn east and run along the road allowance of N Middle Road for approximately 900m (~~Transmission Pole #18 to Transmission Pole #23~~) until it reaches French Line Road. At French Line Road, it will turn south and run approximately 1.9 km along the road allowance of the French Line Road (~~Transmission Pole #23 to Transmission Pole #35~~) and then turn west to enter the Brody Switching Station.

An amended map of the Transmission Line's route is at Exhibit C, Tab 2, Schedule 1(ii) to reflect the Underground Option. It is important to note that Transmission Line route has not changed.

iv. The Brody Switching Station

The 230 kV Brody Switching Station will be located on private property, adjacent to the Hydro One existing 230 kV transmission line on the west side of French Line Road, as illustrated by the map at Exhibit C, Tab 2, Schedule 1(ii). The Transmission Line will connect to Hydro One's transmission system via the Brody Switching Station at connection point C23Z.

The switching station area will be approximately 60m x 45m and will be an open air facility surrounded by a chain link fence. The main components of the switching station will be up to two dead-end towers, a 230 kV circuit breaker, two disconnect switches, capacitive voltage transformer, current transformer, potential transformer, surge arrestors, station service transformer and a control building. The control building will house the batteries, chargers and protection and control relays.

An [amended](#) single line diagram of the Brody Switching Station is at Exhibit C, Tab 3, Schedule 1(iii). An [amended](#) illustration of the layout of the Brody Switching Station is at Exhibit C, Tab 3, Tab 1(vi).

5. Land Matters

Matters relating to the land rights required for the Transmission Project, as well as the Applicant's land acquisition process, are described in detail in Exhibit E. In summary, with respect to the acquisition of private land rights for the Joe Byrne Substation and the Brody Switching Station, the Applicant has entered into ~~an option to~~[binding](#) lease [agreements](#) for the Joe Byrne Substation, and ~~will shortly enter into an option to lease for the~~ Brody Switching Station. [In regard to real property rights required for installing the Transmission Line within public road allowances, on May 24, 2016 Council for the Town of Lakeshore approved entering into a road use agreement that was mutually agreed with the Applicant, which expressly permits the underground installation of the Transmission Line within the municipality's road allowances.¹ The Applicant expects to receive a resolution from Council for the County of Essex at the July 20, 2016 council meeting that will authorize the execution of a Road Use Agreement between the County and the Applicant.](#)

6. Renewable Energy Approval

The Applicant is subject to the requirements of the Renewable Energy Approval ("REA") process under Ontario Regulation 359/09 under the *Environmental Protection Act*. The final REA submission package for the Wind Farm was submitted to the Ministry of Environment and Climate Change [\(the "MOE"\)](#) on May 29, 2015 and was deemed complete on July 29, 2015. [The MOE issued the REA on January 13, 2016. The REA permits the Applicant to construct either an above-ground or underground transmission line:](#)

¹ [Town of Lakeshore's council meeting minutes dated May 24, 2015 at Exhibit E, Tab 1, Schedule 3, Page 45 of 72.](#)

"The Facility shall consist of the construction, installation, operation, use and retiring of the following...associated ancillary equipment, systems and technologies including but not limited to...underground cabling, underground and overhead distribution and transmission lines."²

The REA is posted on the Applicant's website at:

http://www.belleriverwind.com/index.php/download_file/view/264/1/

7. Construction and In-Service Schedule

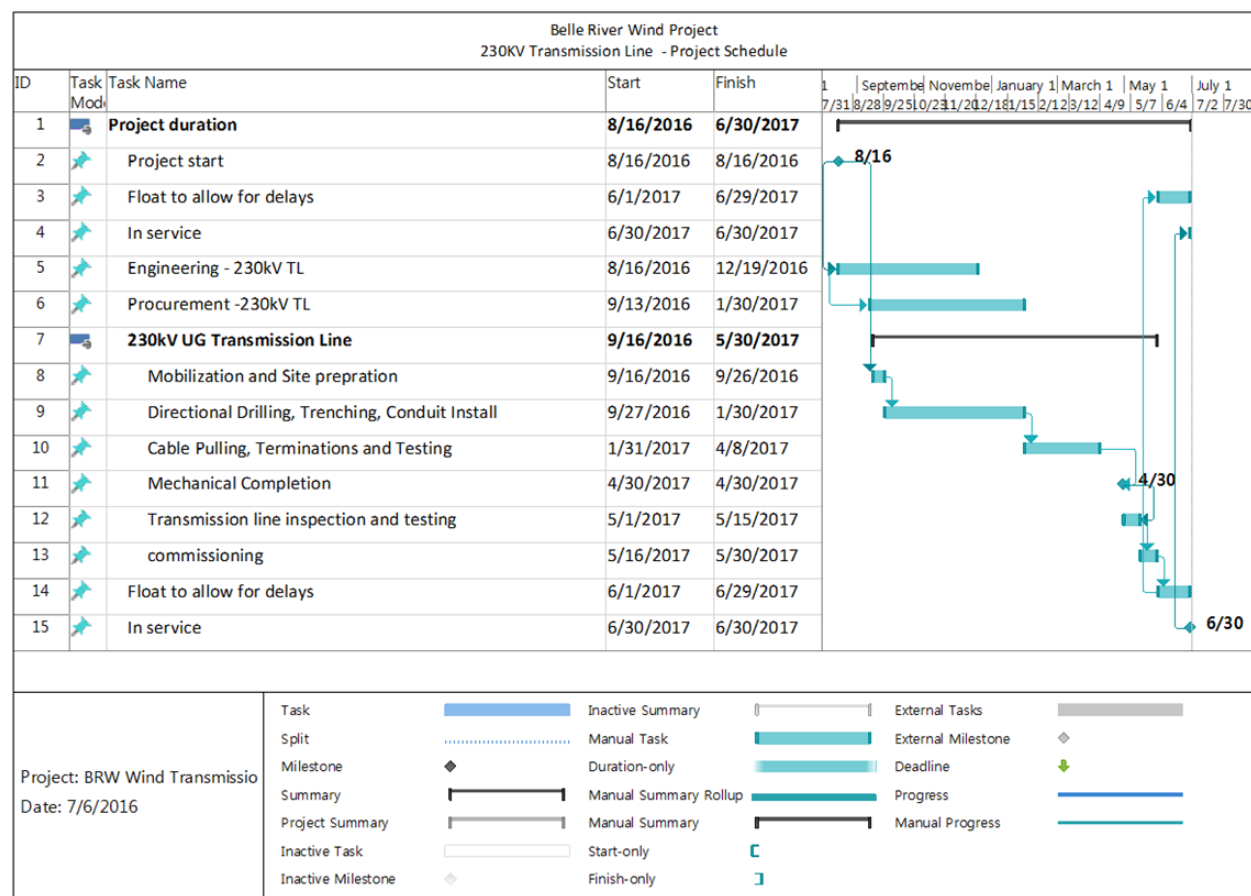
The Transmission Project will be constructed in accordance with applicable technical codes and standards, including the *Canadian Electrical Code, Part III* (which incorporates by reference *CSA Standard C22.3 No. 1 - Overhead Systems*), as well as relevant IEEE transmission line design and construction standards, such as *IEEE 524-2004 - Guide to the Installation of Overhead Transmission Line Conductors*. The underground sections of the Transmission Line will also be constructed in accordance with all applicable technical codes and standards, including *CSA Standard C22.3 No. 7-15 – Underground Systems* and *IEEE 1727-2013 – IEEE Guide for Working Procedures on Underground Transmission Circuits with Induced Voltage*.

The Transmission Project and its construction will also comply with applicable requirements of the *Ontario Electrical Safety Code*, the *Occupational Health and Safety Act* (Ontario), the *Transmission System Code*, the *Market Rules for the Ontario Electricity Market*, including with respect to metering, and requirements specified in the final *System Impact Assessment*, *Customer Impact Assessment* and REA.

The Applicant, through its selected construction contractor plans to commence final engineering, design, procurement and preliminary construction of the Transmission Project in the summer of 2016. Engineering and Construction is expected to take approximately 12months to complete. The Transmission Project would then be commissioned and would be put into service by

² REA Schedule A, Paragraph 1(b)

approximately [late](#) summer of 2017. The following [amended](#) Gantt chart illustrates the planned construction schedule for the Transmission Project.



8. Impact Assessments

Matters relating to the Applicant's System Impact Assessment are discussed in Exhibit F and the Customer Impact Assessment is discussed in Exhibit G. In summary, the Applicant received a final System Impact Assessment Report ("SIA") from the IESO for the Wind Farm on December 11, 2015. The SIA concludes that, subject to certain requirements set out therein, the proposed connection is expected to have no material adverse impacts on the reliability of the integrated power system. The Applicant received from the IESO a *Notification of Conditional Approval* for

Connection (the "**Notification**") on December 11, 2015. The SIA is at Exhibit F, Tab 1, Schedule 3 and the Notification is at Exhibit F, Tab 1, Schedule 2.

[On June 24, 2016, the IESO issued a final addendum to the SIA \(the "**SIA Addendum**"\) that expressly contemplates the underground construction of the transmission line \(the "**Underground Option**"\). The SIA Addendum provides that the proposed underground connection of the Transmission Project, operating up to 100 MW, is expected to have "no material adverse impact on the reliability of the integrated power system." The Applicant also received a *Notification of Conditional Approval of Connection Proposal* based on the Underground Option on June 24, 2016 \(the "**Underground Option Notification**"\). The SIA Addendum is at Exhibit F, Tab 2, Schedule 1 and the Underground Option Notification is at Exhibit F, Tab 2, Schedule 2.](#)

The Applicant also received a final Customer Impact Assessment Report ("**CIA**") from Hydro One on December 11, 2015. The CIA concludes that the Wind Farm can be incorporated via the Transmission Project without adverse impacts on Hydro One's customers in the area. The CIA is at Exhibit G, Tab 1, Schedule 2. [The Applicant has been advised by Hydro One by email at Exhibit G, Tab 1, Schedule 3 that, "Hydro One has no concerns with the changes made to the original Belle River application." pursuant to comments requested by the IESO in connection with the SIA Addendum. Therefore, the CIA filed at Exhibit G, Tab 1, Schedule 2 does not need to be updated as a result of undergrounding the transmission line.](#)

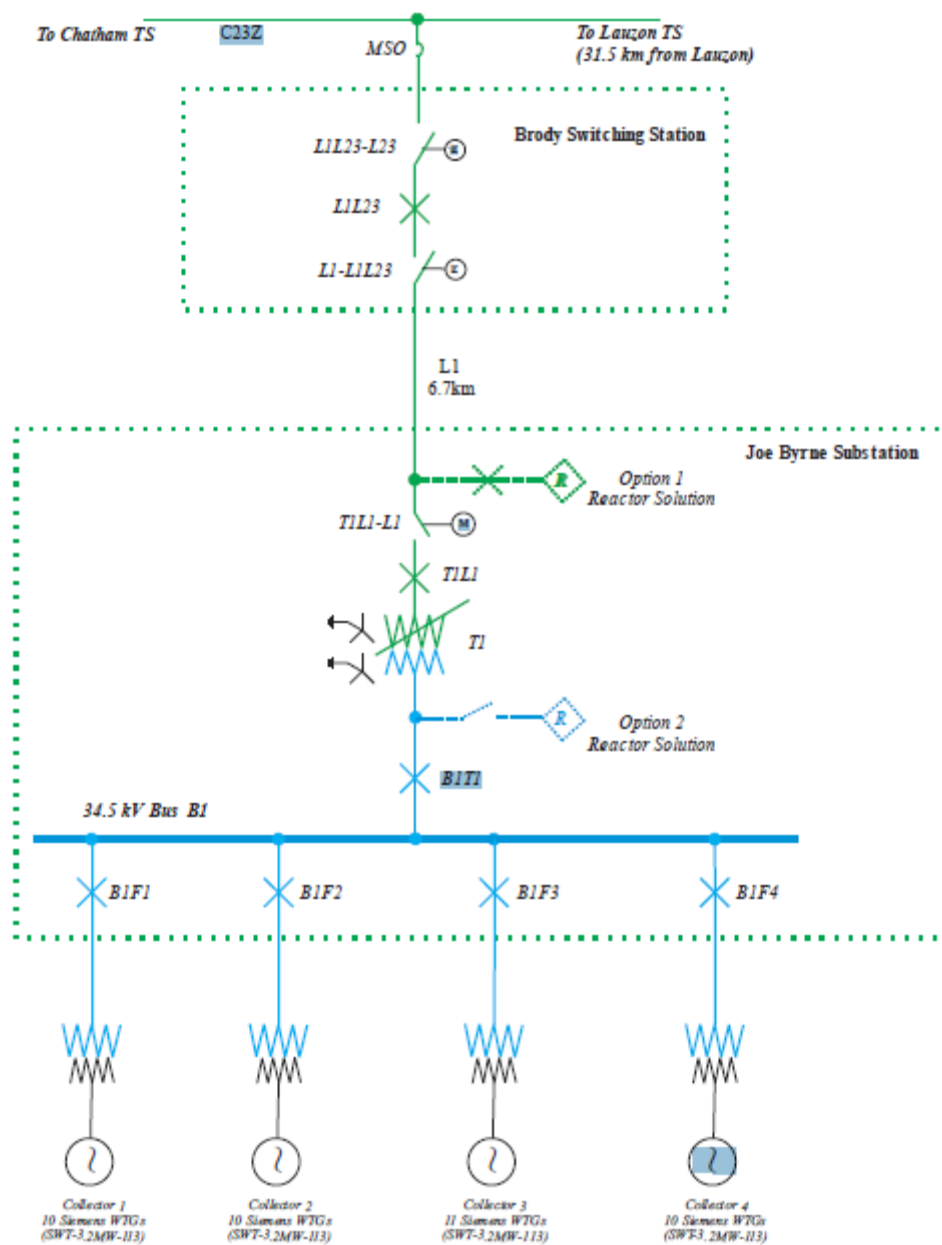
9. Transmission Project Costs

The costs of the Transmission Project will be entirely borne by the Applicant and, as such, the Transmission Project will not affect electricity transmission rates in Ontario. As well, Hydro One has not identified any Network upgrades that will be required as a result of the Transmission Project.

Appendix 'B' - [Amended](#) Single Line Drawing of the Transmission Project

[Amended: July 8, 2016](#)

[Amended](#) Single Line Diagram of the Wind Farm and Transmission Project



[*Note: Option 2 for reactor has been selected.](#)

ROUTE AND PHYSICAL DESIGN

This Exhibit provides a detailed description of the Transmission Line route, as well as the location and physical design of the Transmission Project. In addition, to provide context, this Exhibit briefly describes the location and physical design of the Wind Farm and its collection system, as well as the Hydro One transmission system to which the Transmission Project will be connected.

i. The Wind Farm and Collector System

The Wind Farm will be located in the Town of Lakeshore in the County of Essex, Ontario on public and private lands south of the community of Belle River. Its location was established based on interest expressed by local landowners, the availability of wind resources and availability of existing infrastructure for connection to the electrical grid.

The Wind Farm will be comprised of approximately forty-one (41) Wind Turbine Generators ("WTGs"). The maximum generation capacity of some of the WTGs will be permanently derated based on noise compliance requirements so that the total project output will not exceed 100 MW. The WTGs will connect to the Joe Byrne Substation via four 34.5 kV collectors.

A map that illustrates the location of the Wind Farm is at Exhibit C, Tab 2, Schedule 1(i).

ii. The Joe Byrne Substation

The 230 kV/34.5 kV Joe Byrne Substation will be located on private property on Lakeshore Road 125 just north of Byrnedale Road in the Town of Lakeshore in the County of Essex, Ontario. Its location is illustrated by the map at Exhibit C, Tab 2, Schedule 1(ii).

The Joe Byrne Substation will consist of the main 34.5 kV switchgear B1 bus and a main transformer rated 66/88/110 MVA, 240/34.5 kV with an under load tap changer.

An amended single line diagram of the Joe Byrne Substation is at Exhibit C, Tab 3, Schedule 1(ii). An amended illustration of the layout of the Joe Byrne Substation is at Exhibit C, Tab3, Tab 1(v).

iii. The Transmission Line

Components

From the 230 kV Joe Byrne Substation, a three phase single circuit 230 kV underground~~overhead~~ transmission line, approximately 7 km in length, will connect to the 230 kV Brody Switching Station. ~~Approximately 35 self supporting steel pole structures with average spans of 160-180 m~~ The transmission line will be installed on private land and Municipal road allowance ~~to carry the Transmission Line conductors and aluminum clad steel shield wire with optical fibers~~ and will consist of high voltage underground transmission line cables, underground fiber optic cable and grounding cable. ~~All the steel poles will be galvanized and will have concrete foundations.~~

The Transmission Line will be a three phase single circuit ~~line~~ with three 1000 kcmil underground transmission line cables either direct buried or enclosed inside a duct/conduit, and an underground fiber optic cable enclosed within a duct/conduit. The transmission line will also have a 350 kcmil grounding cable. ~~795 or 954 MCM ACSR conductors and OPGW installed on top of the conductor. The transmission line structure heights will range from 29 m to 33.5 m above existing grade. The lowest conductors will maintain minimum of 7 m above existing ground and roadways.~~ Major portions of the Transmission Line will be direct buried at a depth of 1.2m with a warning tape above it. Some portion of the transmission line will be installed using horizontal directional drilling. For clarity, all sections of the Transmission Line that are located within public road allowances and in proximity to adjacent landowners will be constructed underground. Some portions of the Transmission Line and/or ancillary equipment may be

constructed above-ground on private land leased by the Applicant in accordance with the information provided herein at Exhibit E.

The horizontal and vertical clearance of the Transmission Line from ground will be as per CSA C22.3 1-06 Standard. Along the proposed route, the Transmission Line will require approximately 8-10 m of width within the municipal road allowance.

Please refer to Exhibit C, Tab 3, Schedule 1(iv) for drawings showing typical installation details of underground cables, pole an illustration of steel pole configuration and framing drawings. Please refer to Exhibit C, Tab 3, Schedule 1(vii) for Transmission Line plan and profile drawings.

Proposed Transmission Route

The Transmission Line will run west from the Joe Byrne Substation towards the Lakeshore Road 125 for approximately 115 m (~~Transmission Pole #1 to Transmission Pole #2~~). The Transmission Line will then turn south and run along the Lakeshore Road 125 road allowance for approximately 430m and cross the Byrnedale Road (~~Transmission Pole #2 to Transmission Pole #4~~). The Transmission Line will continue to run south along the unopened road allowance of the Lakeshore Road 125 for approximately 1.2 km (~~Transmission Pole #4 to Transmission Pole #11~~) and cross the Highway 401. After crossing the Highway 401, it will continue to run south along the unopened road allowance of Wheatfield Road for approximately 1 km (~~Transmission Pole #12 to Transmission Pole #18~~) until it reaches N Middle Road. At N Middle Road, it will turn east and run along the road allowance of N Middle Road for approximately 900m (~~Transmission Pole #18 to Transmission Pole #23~~) until it reaches French Line Road. At French Line Road, it will turn south and run approximately 1.9 km along the road allowance of the French Line Road (~~Transmission Pole #23 to Transmission Pole #35~~) and then turn west to enter the Brody Switching Station.

An [amended](#) map of the Transmission Line's route is at Exhibit C, Tab 2, Schedule 1(ii) [to reflect the Underground Option. It is important to note that Transmission Line route has not changed.](#)

iv. The Brody Switching Station

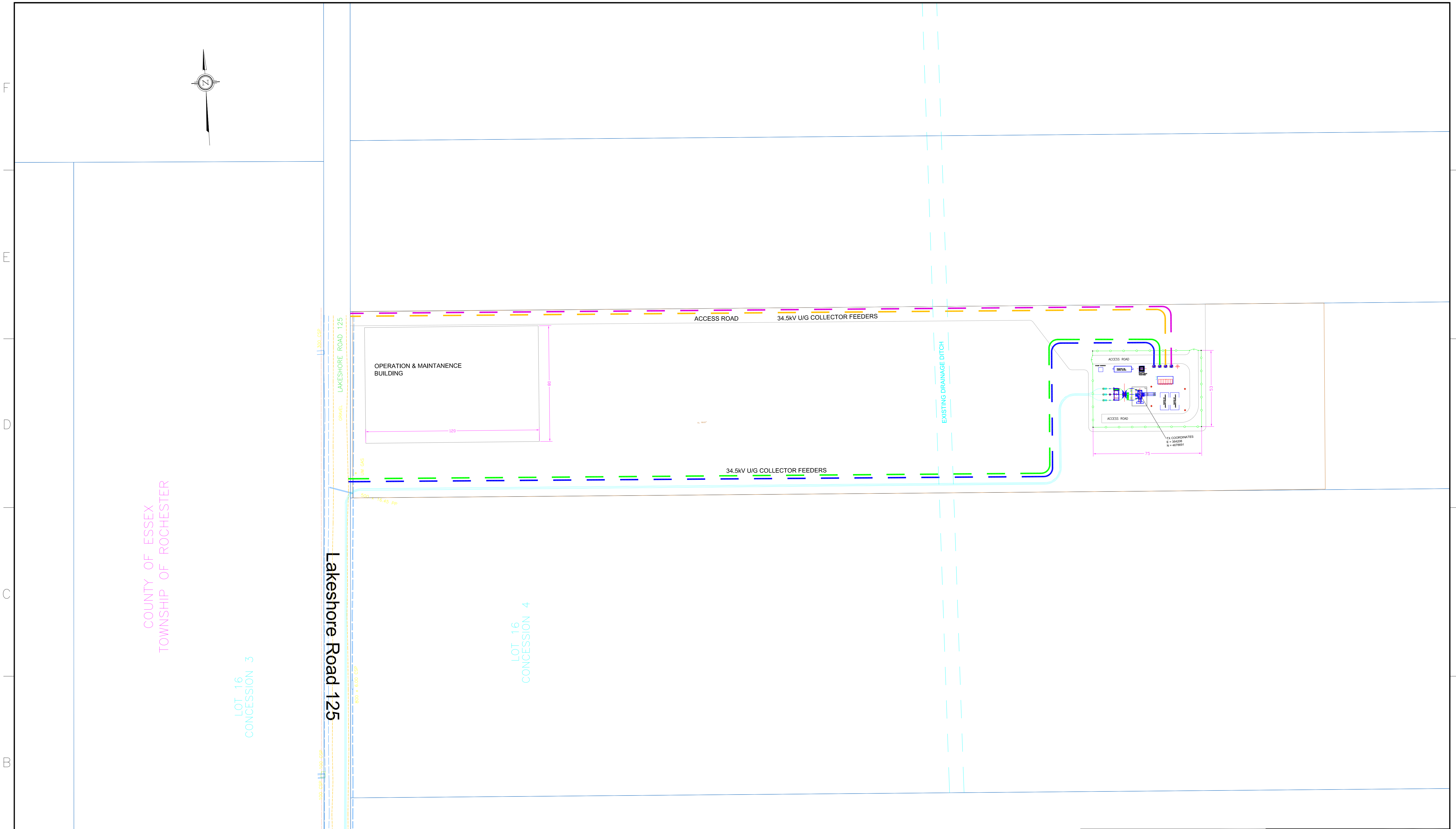
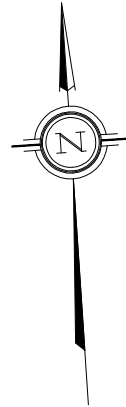
The 230 kV Brody Switching Station will be located on private property, adjacent to the Hydro One existing 230 kV transmission line on French Line Road, as illustrated by the map at Exhibit C, Tab 2, Schedule 1(ii). The Transmission Line will connect to Hydro One's transmission system via the Brody Switching Station at connection point C23Z.

The switching station area will be approximately 60m x 45m and will be an open air facility surrounded by a chain link fence. The main components of the switching station will be [up to](#) two dead-end towers, a 230 kV circuit breaker, two disconnect switches, capacitive voltage transformer, current transformer, potential transformer, surge arrestors, station service transformer and a control building. The control building will house the batteries, chargers and protection and control relays.

An [amended](#) single line diagram of the Brody Switching Station is at Exhibit C, Tab 3, Schedule 1(iii). An [amended](#) illustration of the layout of the Brody Switching Station is at Exhibit C, Tab3, Tab 1(vi).

Map - Amended Transmission Line

Note: Same Route



PLAN LEGEND:

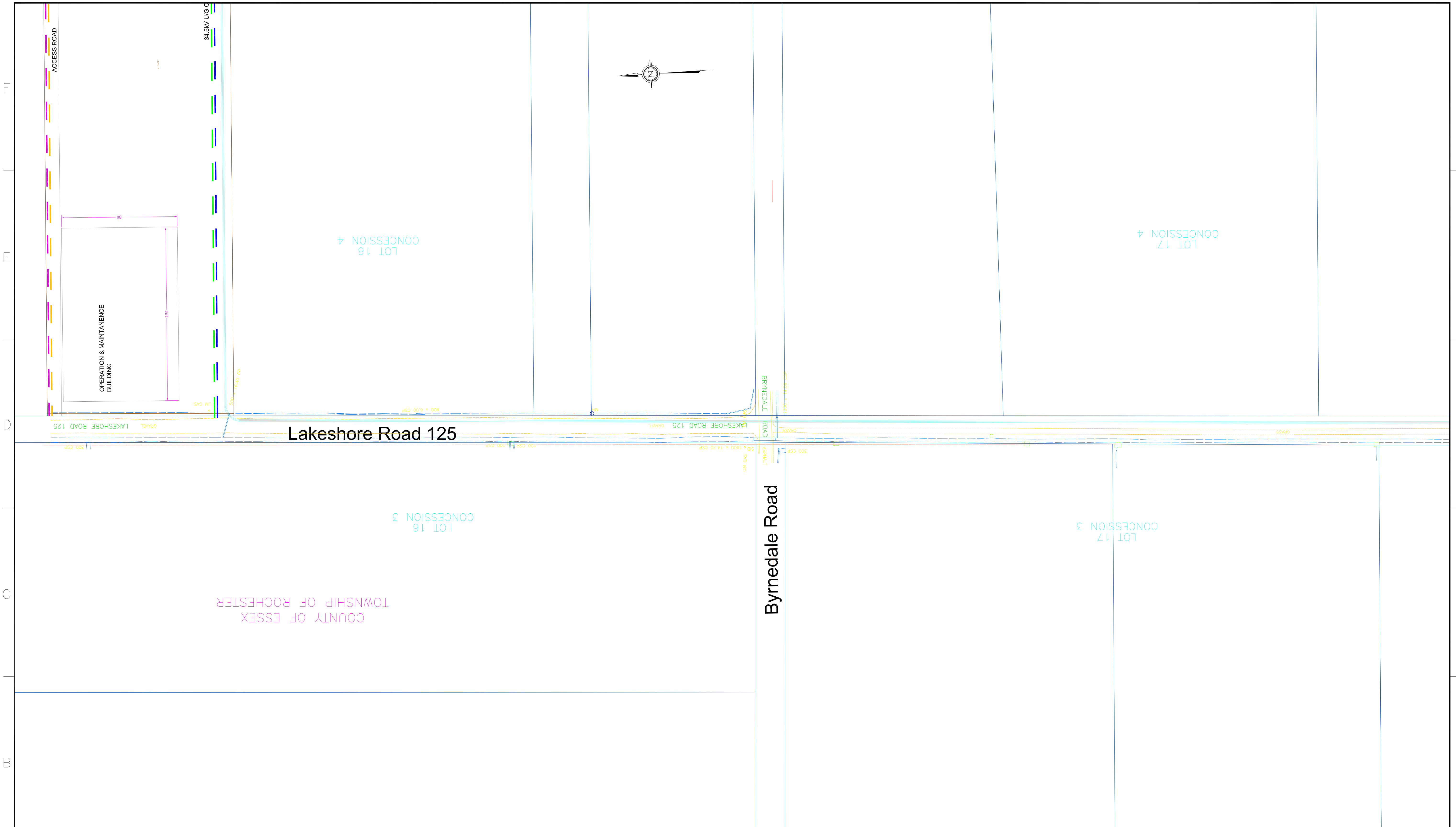
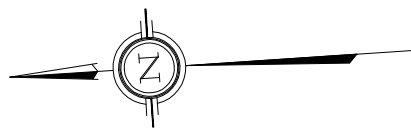
- UNDERGROUND CABLE
- LOT LINE
- CABLE SPLICE MAN HOLE

- PROPERTY LINE
- EDGE OF SHOULDER
- EDGE OF ROAD
- WATER/DITCH

NOT FOR CONSTRUCTION



												CLIENT PROJECT MGR. DEPARTMENT MGR. PROJECT MGR.				AREA		PATTERN ENERGY - BELLE RIVER 230kV UNDERGROUND		 Engineering Company 3950 Fourteenth Ave. East, Suite 506 Markham, On., L3R 0A9 Email: chimax@chimax.ca			
										PROJECT PHASE		PROJECT NO.		ACTIVITY NO.		BY		DDMMYY		SUBJECT		CLIENT DWG. NO.	
										SCALE		PACKAGE CODE		DRN		04/08/15		1CCT 230kV UNDERGROUND SITE PLAN SHEET 1 OF 8		DRAWING NO. 1523-P003-S1			
										N.T.S.		CHK		04/08/15									
										APP													
										STAMP/SEAL		THIS DRAWING IS THE PROPERTY OF CHIMAX INC. AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY WITHOUT THE PERMISSION OF CHIMAX INC.		SCALE		PACKAGE CODE		DRN		04/08/15			
										PROJECT NO.		ACTIVITY NO.		BY		DDMMYY		SUBJECT		CLIENT DWG. NO.			
										N.T.S.								1CCT 230kV UNDERGROUND SITE PLAN SHEET 1 OF 8		DRAWING NO. 1523-P003-S1			
										APP										REV. B			



PLAN LEGEND:

- UNDERGROUND CABLE
- LOT LINE
- CABLE SPLICE MAN HOLE

- PROPERTY LINE
- EDGE OF SHOULDER
- EDGE OF ROAD
- WATER/DITCH

NOT FOR CONSTRUCTION



Chimax Inc.
Engineering Company
3950 Fourteenth Ave. East, Suite 506
Markham, On., L3R 0A9
Email: chimax@chimax.ca

CLIENT DWG. NO.
DRAWING NO. 1523-P003-S2
REV. B

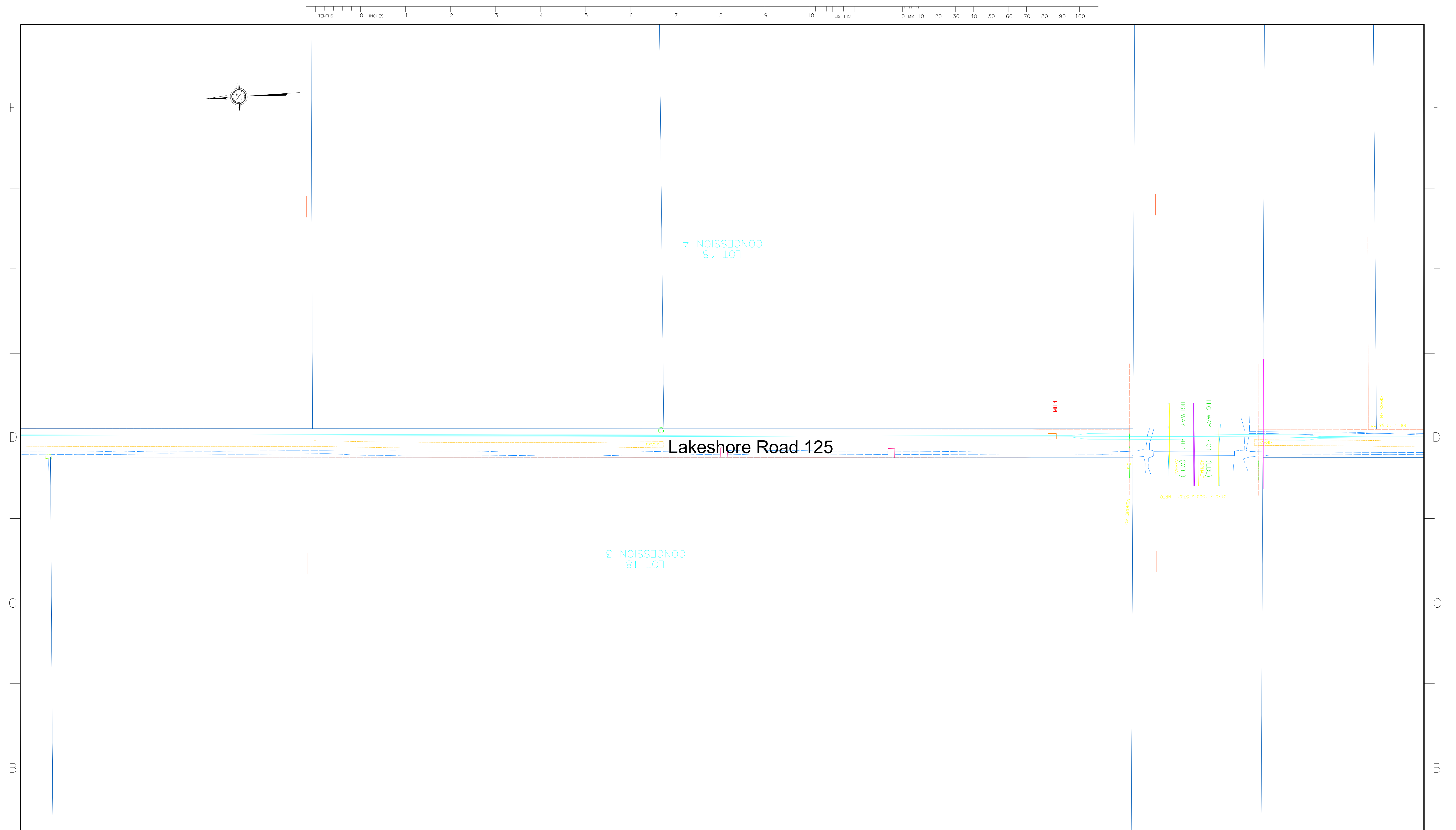
AREA
PATTERN ENERGY - BELLE RIVER
230kV UNDERGROUND
SUBJECT
1CCT 230kV UNDERGROUND
SITE PLAN
SHEET 2 OF 8

CLIENT PROJECT MGR.		DEPARTMENT MGR.		PROJECT MGR.	
PROJECT PHASE					
PROJECT NO.	ACTIVITY NO.		BY	DDMMYY	
		DSN		04/08/1	
		DRN		04/08/1	
		CHK			
SCALE	PACKAGE CODE	APP			
N.T.S.					



STAMP/SEAL
PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

REV		DDMMYY		REVISION		DR		CHK		APP		APP		APP		ISS		DDMMYY		APP		ISSUED FOR		REFERENCES		NUMBER		TITLE		REF	
B		06/07/16		ISSUED FOR PERMIT		D.M.		E.K.		K.W.								B		06/07/16		K.W.		ISSUED FOR PERMIT							
A		21/04/16		ISSUED FOR CONCEPTUAL REVIEW		D.M.		E.K.										A		21/04/16				ISSUED FOR REVIEW							



PLAN LEGEND:




 PROPERTY LINE
 EDGE OF SHOULDER
 EDGE OF ROAD
 WATER/DITCH

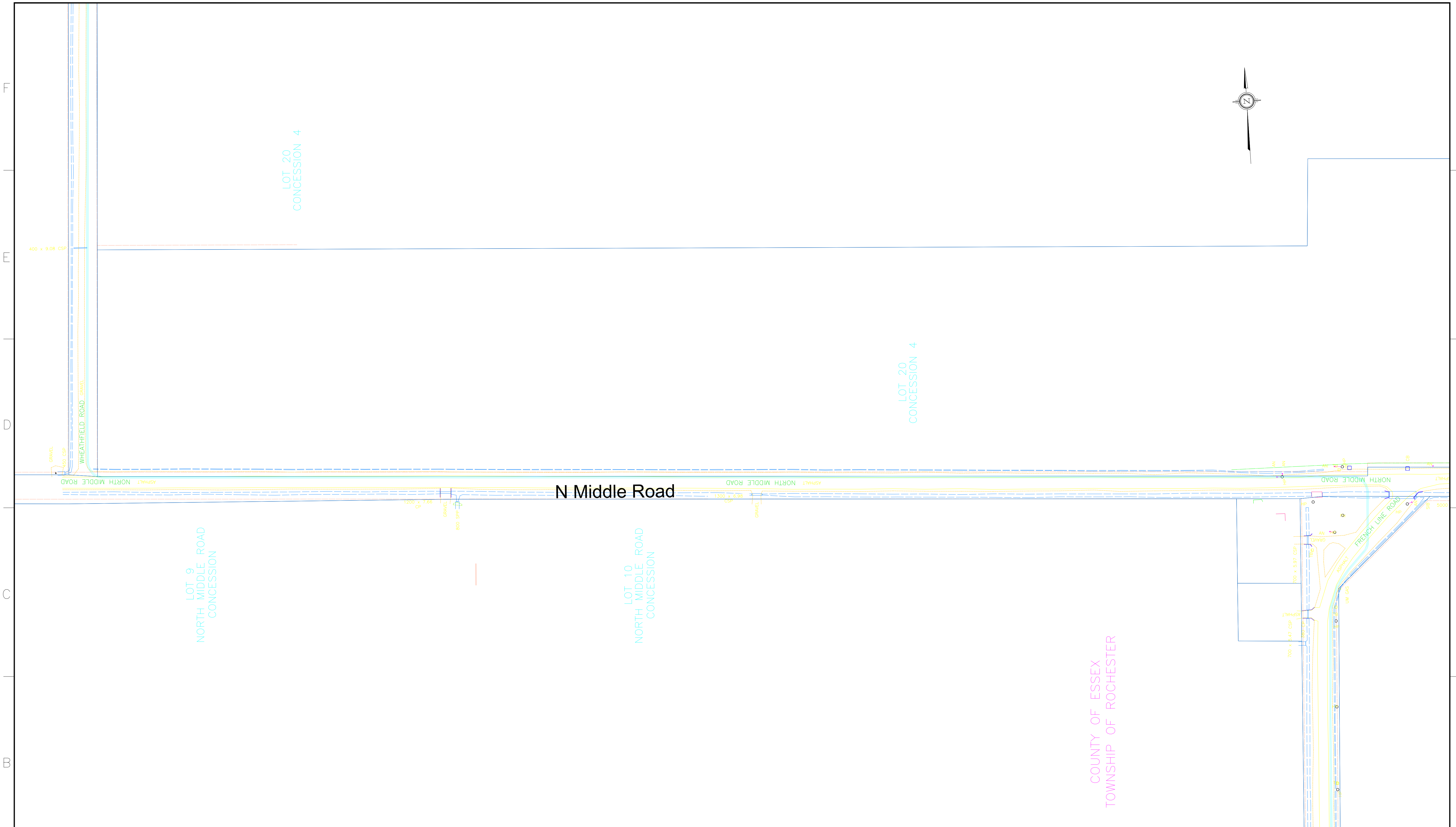
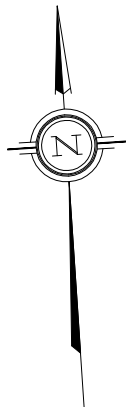
NOT FOR CONSTRUCTION



STAMP/SEAL

PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

							<div>Chimax Inc. Engineering Company 3950 Fourteenth Ave. East, Suite 506 Markham, On., L3R 0A9 Email: chimax@chimax.ca</div>			
CLIENT PROJECT MGR. DEPARTMENT MGR. PROJECT MGR.										
PROJECT PHASE					AREA	PATTERN ENERGY – BELLE RIVER 230kV UNDERGROUND				
PROJECT NO.	ACTIVITY NO.		BY	DDMMYY	SUBJECT 1CCT 230kV UNDERGROUND SITE PLAN SHEET 3 OF 8				CLIENT DWG. NO.	
		DSN		04/08/15						
		DRN		04/08/15						
		CHK								
SCALE N.T.S.	PACKAGE CODE	APP							DRAWING NO.	REV.
									1523–P003–S3	B



PLAN LEGEND:

- UNDERGROUND CABLE
- LOT LINE
- CABLE SPLICE MAN HOLE

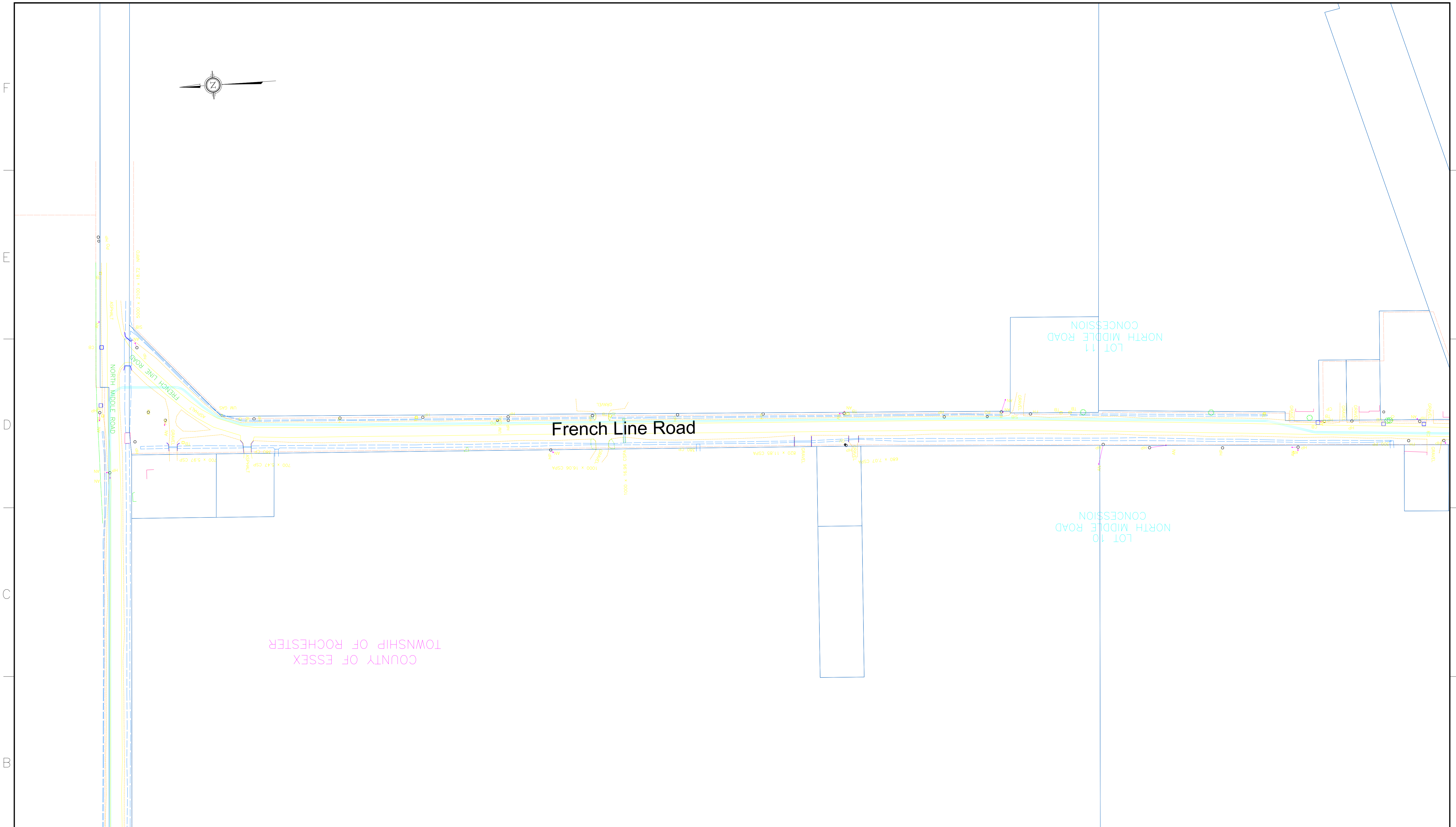
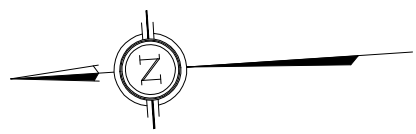
- PROPERTY LINE
- EDGE OF SHOULDER
- EDGE OF ROAD
- WATER/DITCH

NOT FOR CONSTRUCTION



												CLIENT PROJECT MGR. DEPARTMENT MGR. PROJECT MGR.		AREA		PATTERN ENERGY - BELLE RIVER 230kV UNDERGROUND		 Engineering Company 3850 Fourteenth Ave. East, Suite 506 Markham, On., L3R 0A9 Email: chimax@chimax.ca	
												PROJECT PHASE		SUBJECT				CLIENT DWG. NO.	
PROJECT NO.		ACTIVITY NO.		BY		DDMMYY		DSN		04/08/15		SCALE		PACKAGE CODE		1CCT 230kV UNDERGROUND SITE PLAN SHEET 5 OF 8		DRAWING NO.	
N.T.S.								CHK		04/08/15								1523-P003-S5	
APP																		REV.	
																		B	

STAMP/SEAL
PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

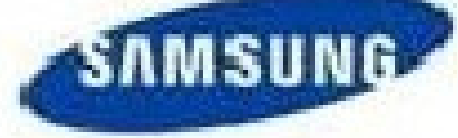


PLAN LEGEND:

- UNDERGROUND CABLE
- LOT LINE
- CABLE SPLICE MAN HOLE

- PROPERTY LINE
- EDGE OF SHOULDER
- EDGE OF ROAD
- WATER/DITCH

NOT FOR CONSTRUCTION



Chimax Inc.
Engineering Company
3950 Fourteenth Ave. East, Suite 506
Markham, On., L3R 0A9
Email: chimax@chimax.ca

CLIENT DWG. NO.
DRAWING NO. 1523-P003-S6
REV. B

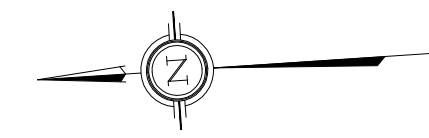
PATTERN ENERGY - BELLE RIVER
230kV UNDERGROUND

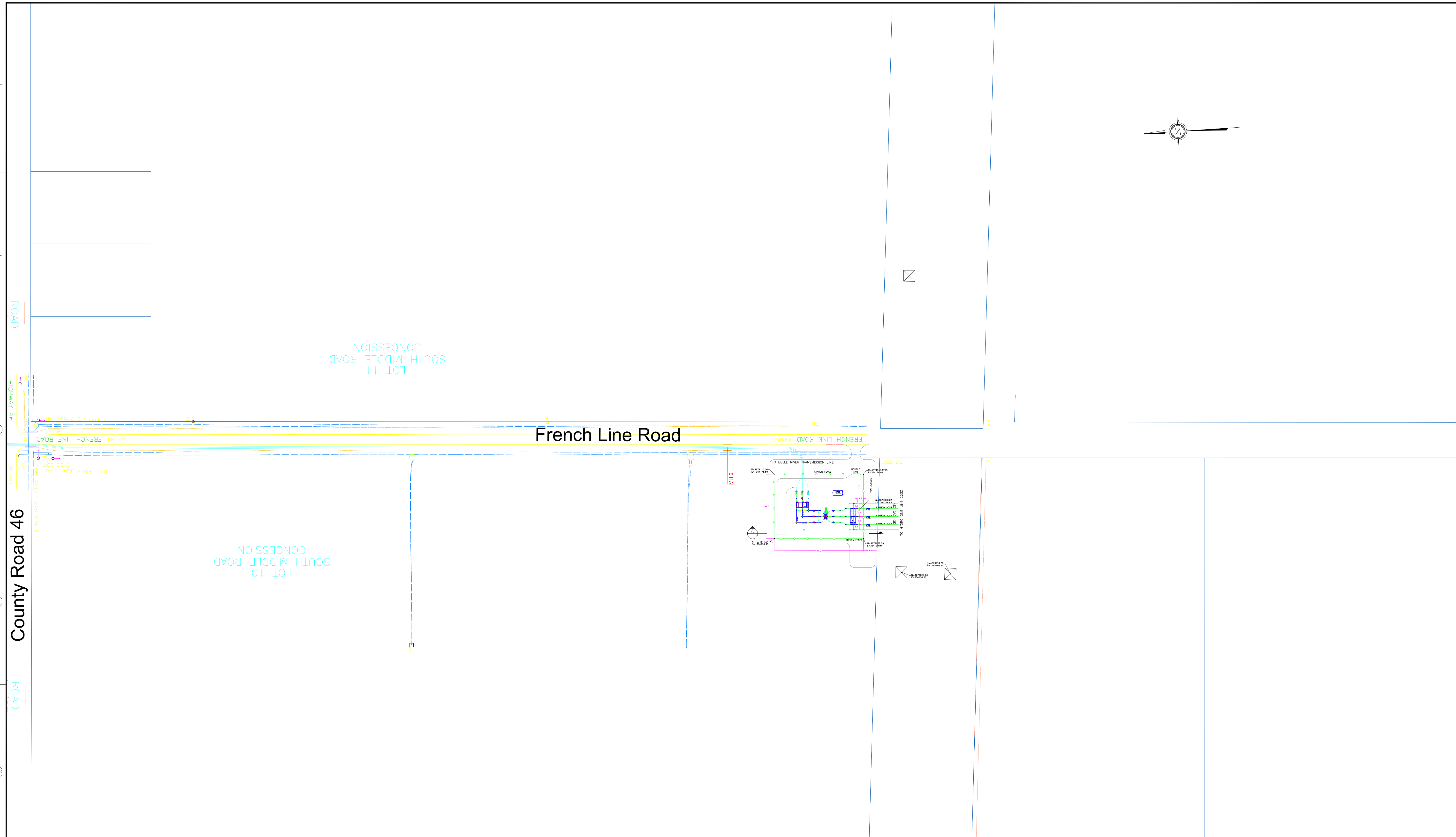
SUBJECT
1CCT 230kV UNDERGROUND
SITE PLAN
SHEET 6 OF 8



REV	DATE	DESCRIPTION	DR	CHK	APP	APP	APP	APP	ISS	DATE	DESCRIPTION	REF	NUMBER	TITLE
B	06/07/16	ISSUED FOR PERMIT								B	06/07/16	K.W.	ISSUED FOR PERMIT	
A	21/04/16	ISSUED FOR CONCEPTUAL REVIEW								A	21/04/16		ISSUED FOR REVIEW	
REVISION														



STAMP/SEAL
PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

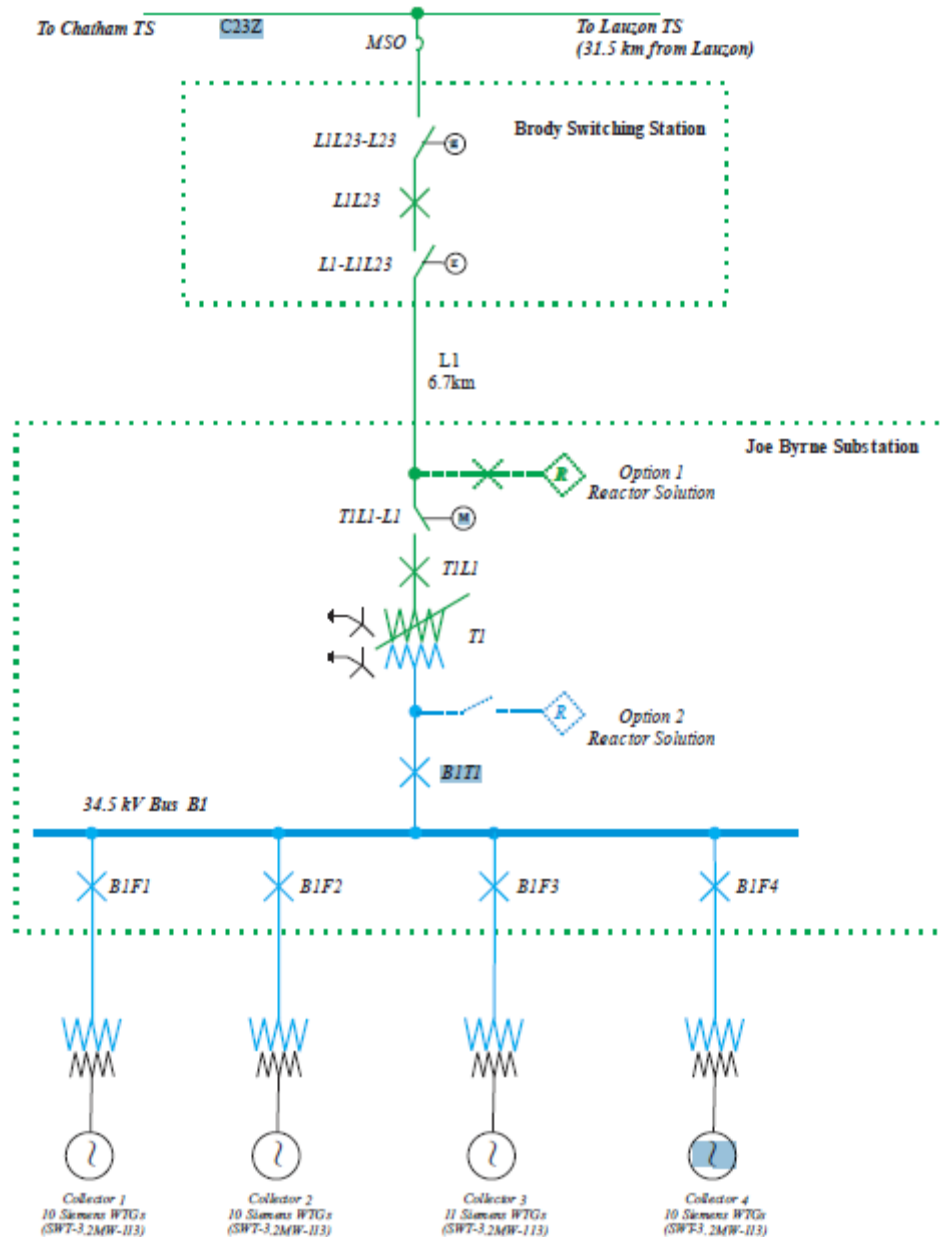




																									<div>CLIENT PROJECT MGR. DEPARTMENT MGR. PROJECT MGR.</div> <div>PROJECT PHASE</div> <div><div>PROJECT NO.</div><div>ACTIVITY NO.</div><div>BY</div><div>DDMMYY</div></div>										<div>AREA</div> <div>PATTERN ENERGY - BELLE RIVER 230kV UNDERGROUND</div>										 <div>Chimax Inc. Engineering Company 3950 Fourteenth Ave. East, Suite 506 Markham, On., L3R 0A9 Email: chimax@chimax.ca</div>																													
<div>B 06/07/16 ISSUED FOR PERMIT</div> <div>D.M. E.K. K.W.</div> <div>B 06/07/16 K.W. ISSUED FOR PERMIT</div>															<div>REF</div> <div>NUMBER</div> <div>TITLE</div>										<div>SCALE</div> <div>N.T.S.</div>										<div>PACKAGE CODE</div> <div>CHK</div> <div>APP</div>										<div>SUBJECT</div> <div>1CCT 230kV UNDERGROUND SITE PLAN SHEET 8 OF 8</div>										<div>CLIENT DWG. NO.</div> <div></div>																			
<div>A 21/04/16 ISSUED FOR CONCEPTUAL REVIEW</div> <div>D.M. E.K.</div> <div>A 21/04/16 ISSUED FOR REVIEW</div>															<div>ISS.</div> <div>DDMMYY</div> <div>APP</div>										<div>ISSUED FOR</div> <div></div>										<div>REFERENCES</div> <div></div>										<div>DRAWING NO.</div> <div>1523-P003-S8</div>										<div>REV.</div> <div>B</div>																			
<div>REV</div> <div>DDMMYY</div> <div>REVISION</div>															<div>DE</div> <div>CHK</div> <div>APP</div> <div>APP</div> <div>APP</div> <div>APP</div>										<div>ISS.</div> <div>DDMMYY</div> <div>APP</div>										<div>ISSUED FOR</div> <div></div>										<div>REFERENCES</div> <div></div>										<div>DRAWING NO.</div> <div>1523-P003-S8</div>										<div>REV.</div> <div>B</div>									

Amended Single Line Drawing of the Transmission Project

Amended Single Line Diagram of the Wind Farm and Transmission Project



*Note: Option 2 for reactor has been selected.

Amended Single Line Diagram of the Joe Byrne Substation

FOR CONTINUATION REFER TO 189569-2000-DF00-SLD-0001.001

L1 7.0 KM UNDERGROUND TRANSMISSION CONDUCTOR SIZE 1000MM AL. XLPE INSULATED CABLE

230KV/34.5KV JOE BYRNE SUBSTATION

SA1 STATION CLASS 258W, 209MCOV

T1L1-L1 250W, 1050W BIL 1200A, 63KA RMS SYM

CVT02 138W-69W-69V 1050W BIL 0.3WATZ

1200.5A MR 10C800, THERMAL 2X

1200.5A MR 10C800, THERMAL 2X

T1L1 250W, 1050W BIL 1200A, 63KA RMS SYM

1200.5A MR 10C800, THERMAL 2X

1200.5A MR 10C800, THERMAL 2X

SA10 STATION CLASS 258W DUTY 209W MCOV

1200.5A MR 10C800, THERMAL 2X

1200.5A MR 10C800, THERMAL 2X

1200.5A MR 10C800, THERMAL 2X

T1 66/88/110MVA 240W-34.5W 0WAW/DNAF/DNAF 2-7.25 0W6 MVA BASE 1050W BIL 34.5-200W BIL

2000.5A MR 10C800, THERMAL 2X

2000.5A MR 10C800, THERMAL 2X

2000.5A MR 10C800, THERMAL 2X

2000.5A MR 10C800, THERMAL 2X

SA11 STATION CLASS 39W DUTY 31.5W MCOV

CABLE BUS 34.5W, 150W BIL 2500A, 31.5KA

2000.5A MR 10C400, THERMAL 2X

2000.5A MR 10C400, THERMAL 2X

BT11 2500A

BT12 1200A

BT13 1200A

BT14 1200A

BT15 1200A

BT16 1200A

BT17 1200A

BT18 1200A

BT19 1200A

BT20 1200A

BT21 1200A

BT22 1200A

BT23 1200A

BT24 1200A

BT25 1200A

BT26 1200A

BT27 1200A

BT28 1200A

BT29 1200A

BT30 1200A

BT31 1200A

BT32 1200A

BT33 1200A

BT34 1200A

BT35 1200A

BT36 1200A

BT37 1200A

BT38 1200A

BT39 1200A

BT40 1200A

BT41 1200A

BT42 1200A

BT43 1200A

BT44 1200A

BT45 1200A

BT46 1200A

BT47 1200A

BT48 1200A

BT49 1200A

BT50 1200A

BT51 1200A

BT52 1200A

BT53 1200A

BT54 1200A

BT55 1200A

BT56 1200A

BT57 1200A

BT58 1200A

BT59 1200A

BT60 1200A

BT61 1200A

BT62 1200A

BT63 1200A

BT64 1200A

BT65 1200A

BT66 1200A

BT67 1200A

BT68 1200A

BT69 1200A

BT70 1200A

BT71 1200A

BT72 1200A

BT73 1200A

BT74 1200A

BT75 1200A

BT76 1200A

BT77 1200A

BT78 1200A

BT79 1200A

BT80 1200A

BT81 1200A

BT82 1200A

BT83 1200A

BT84 1200A

BT85 1200A

BT86 1200A

BT87 1200A

BT88 1200A

BT89 1200A

BT90 1200A

BT91 1200A

BT92 1200A

BT93 1200A

BT94 1200A

BT95 1200A

BT96 1200A

BT97 1200A

BT98 1200A

BT99 1200A

BT100 1200A

BT101 1200A

BT102 1200A

BT103 1200A

BT104 1200A

BT105 1200A

BT106 1200A

BT107 1200A

BT108 1200A

BT109 1200A

BT110 1200A

BT111 1200A

BT112 1200A

BT113 1200A

BT114 1200A

BT115 1200A

BT116 1200A

BT117 1200A

BT118 1200A

BT119 1200A

BT120 1200A

BT121 1200A

BT122 1200A

BT123 1200A

BT124 1200A

BT125 1200A

BT126 1200A

BT127 1200A

BT128 1200A

BT129 1200A

BT130 1200A

BT131 1200A

BT132 1200A

BT133 1200A

BT134 1200A

BT135 1200A

BT136 1200A

BT137 1200A

BT138 1200A

BT139 1200A

BT140 1200A

BT141 1200A

BT142 1200A

BT143 1200A

BT144 1200A

BT145 1200A

BT146 1200A

BT147 1200A

BT148 1200A

BT149 1200A

BT150 1200A

BT151 1200A

BT152 1200A

BT153 1200A

BT154 1200A

BT155 1200A

BT156 1200A

BT157 1200A

BT158 1200A

BT159 1200A

BT160 1200A

BT161 1200A

BT162 1200A

BT163 1200A

BT164 1200A

BT165 1200A

BT166 1200A

BT167 1200A

BT168 1200A

BT169 1200A

BT170 1200A

BT171 1200A

BT172 1200A

BT173 1200A

BT174 1200A

BT175 1200A

BT176 1200A

BT177 1200A

BT178 1200A

BT179 1200A

BT180 1200A

BT181 1200A

BT182 1200A

BT183 1200A

BT184 1200A

BT185 1200A

BT186 1200A

BT187 1200A

BT188 1200A

BT189 1200A

BT190 1200A

BT191 1200A

BT192 1200A

BT193 1200A

BT194 1200A

BT195 1200A

BT196 1200A

BT197 1200A

BT198 1200A

BT199 1200A

BT200 1200A

BT201 1200A

BT202 1200A

BT203 1200A

BT204 1200A

BT205 1200A

BT206 1200A

BT207 1200A

BT208 1200A

BT209 1200A

BT210 1200A

BT211 1200A

BT212 1200A

BT213 1200A

BT214 1200A

BT215 1200A

BT216 1200A

BT217 1200A

BT218 1200A

BT219 1200A

BT220 1200A

BT221 1200A

BT222 1200A

BT223 1200A

BT224 1200A

BT225 1200A

BT226 1200A

BT227 1200A

BT228 1200A

BT229 1200A

BT230 1200A

BT231 1200A

BT232 1200A

BT233 1200A

BT234 1200A

BT235 1200A

BT236 1200A

BT237 1200A

BT238 1200A

BT239 1200A

BT240 1200A

BT241 1200A

BT242 1200A

BT243 1200A

BT244 1200A

BT245 1200A

BT246 1200A

BT247 1200A

BT248 1200A

BT249 1200A

BT250 1200A

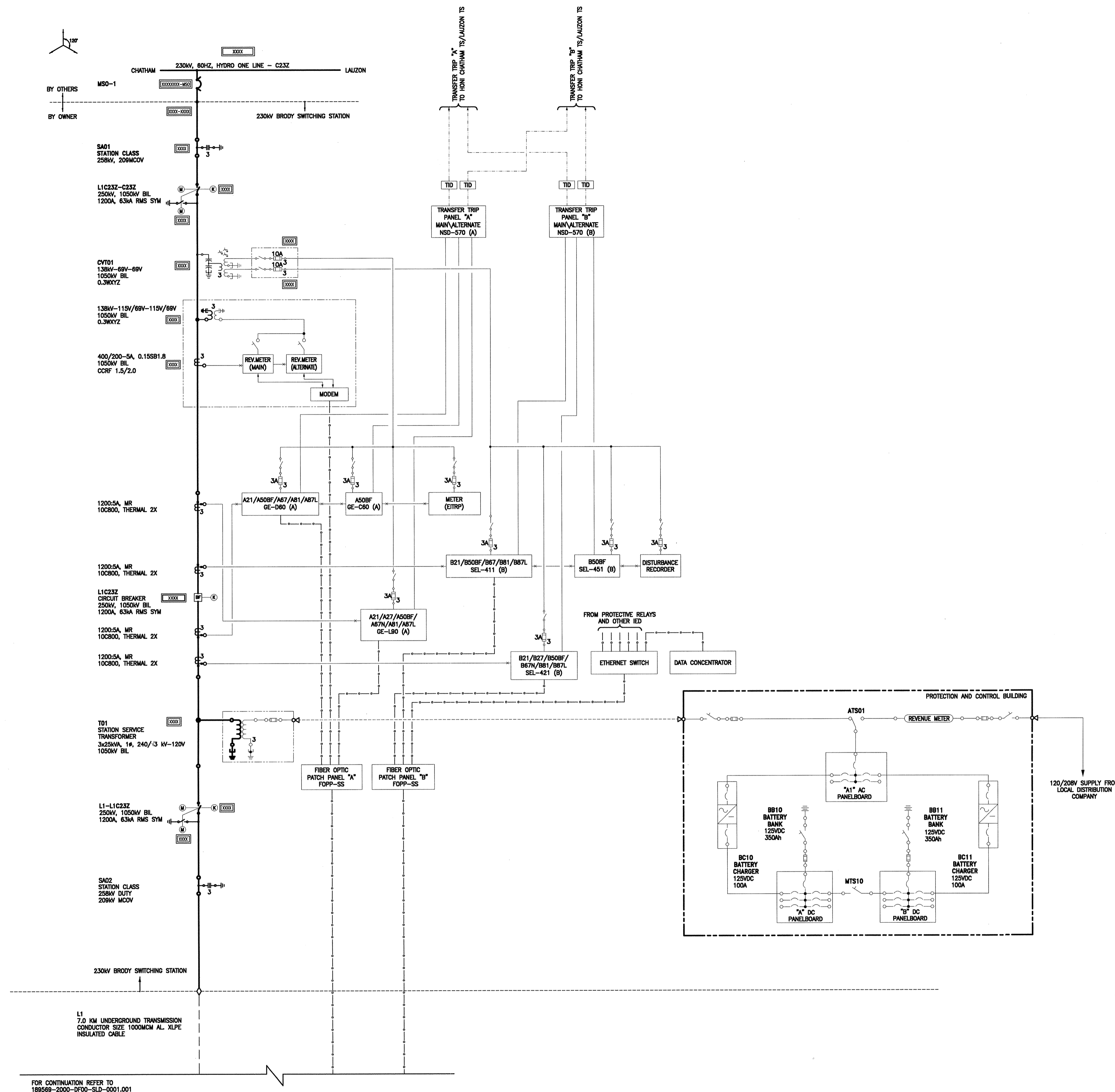
BT251 1200A

BT252 1200A

BT253 1200A

BT254 1200A

Amended Single Line Diagram of the Brody Switching Station










NOTES:

1. PROTECTION AND CONTROL DEVICES ARE INDICATIVE ONLY.
2. COMMUNICATION DEVICES ARE INDICATIVE ONLY.
3. STATION SERVICE SUPPLY FROM LDC OR STANDBY DIESEL GENERATOR, TO BE DETERMINED DURING DETAILED DESIGN.

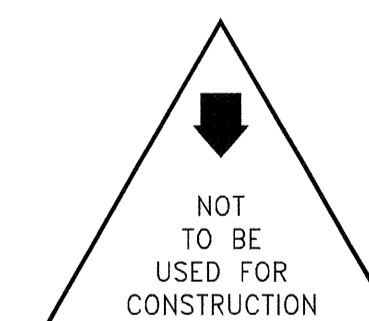
LEGEND:

- 21 - DISTANCE PROTECTION
- 27 - UNDERVOLTAGE PROTECTION
- 29 - ISOLATING SWITCH
- 43 - MANUAL SWITCH
- 50 - INST. OVERCURRENT PROTECTION
- 50N - NEUTRAL INST. OVERCURRENT PROTECTION
- 50BF - BREAKER FAILURE PROTECTION
- 51 - INV. TIME OVERCURRENT PROTECTION
- 51N - NEUTRAL INV. TIME OVERCURRENT PROTECTION
- BF - CIRCUIT BREAKER WITH BF PROTECTION
- 67 - DIRECTIONAL OVERCURRENT
- 81 - FREQUENCY
- 87B - BUS DIFFERENTIAL PROTECTION
- 87T - TRANSFORMER DIFFERENTIAL PROTECTION
- 87L - LINE DIFFERENTIAL PROTECTION

- | | |
|---|---------------------------------|
|  | KEY INTERLOCKS |
|  | CURRENT TEST SWITCH |
|  | MOTOR OPERATOR |
|  | TELECOM ISOLATING DEVICE |
|  | DISTURBANCE RECORDER INPUTS |
|  | HYDRO ONE OPERATING DESIGNATION |
|  | FIBRE OPTIC CABLE |

HOLD NOTES:

1. TO BE REVISED AFTER CONFIRMATION FROM THE CLIENT.



AMECFW - BLACK & McDONALD
JOINT VENTURE

amec foster wheeler

	CLIENT DWG. NO.
--	-----------------

DRAWING NO.
189569-3000-DF00-SLD-0001.001

REV.	
------	--

[illegible]

UNLESS OTHERWISE AGREED IN A WRITTEN CONTRACT BETWEEN AMEC FOSTER WHEELER AND ITS CLIENT: (i) THIS DOCUMENT CONTAINS INFORMATION, DATA AND DESIGN THAT IS CONFIDENTIAL AND MAY NOT BE COPIED OR DISCLOSED; AND (ii) THIS DOCUMENT MAY ONLY BE USED BY THE CLIENT IN THE CONTEXT AND FOR THE EXPRESS PURPOSE FOR WHICH IT HAS BEEN DELIVERED. ANY OTHER USE OR RELIANCE ON THE DOCUMENT BY ANY THIRD PARTY IS AT THAT PARTY'S SOLE RISK AND RESPONSIBILITY.

STAMP/SEAL



CLIENT PROJECT MGR. DEPARTMENT MGR. PROJECT MGR.				
PROJECT PHASE				
PROJECT NO. 186569	ACTIVITY NO.		BY	DDMMYY
		DSN	IB	07MAR15
		DRN	RS	07MAR15
		CHK	FC	07MAR15
SCALE NTS	PACKAGE CODE	APP	BB	07MAR15

SP ONTARIO WIND DEVELOPMENT LP

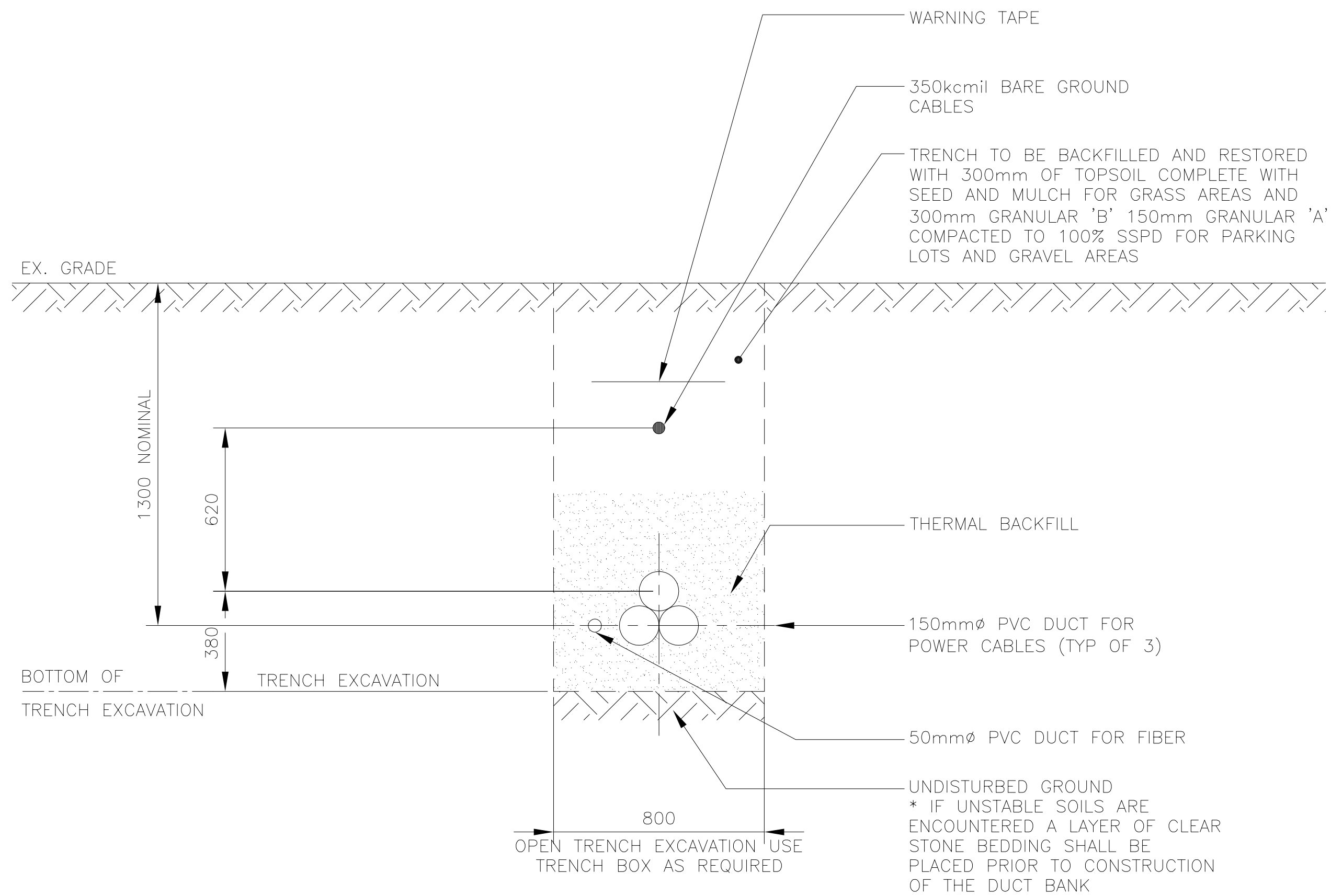
AREA	3000
------	------

Y	SUBJECT	BELLE RIVER WIND PROJECT
5		230kV BRODY SWITCHING STATION
5		SINGLE LINE DIAGRAM

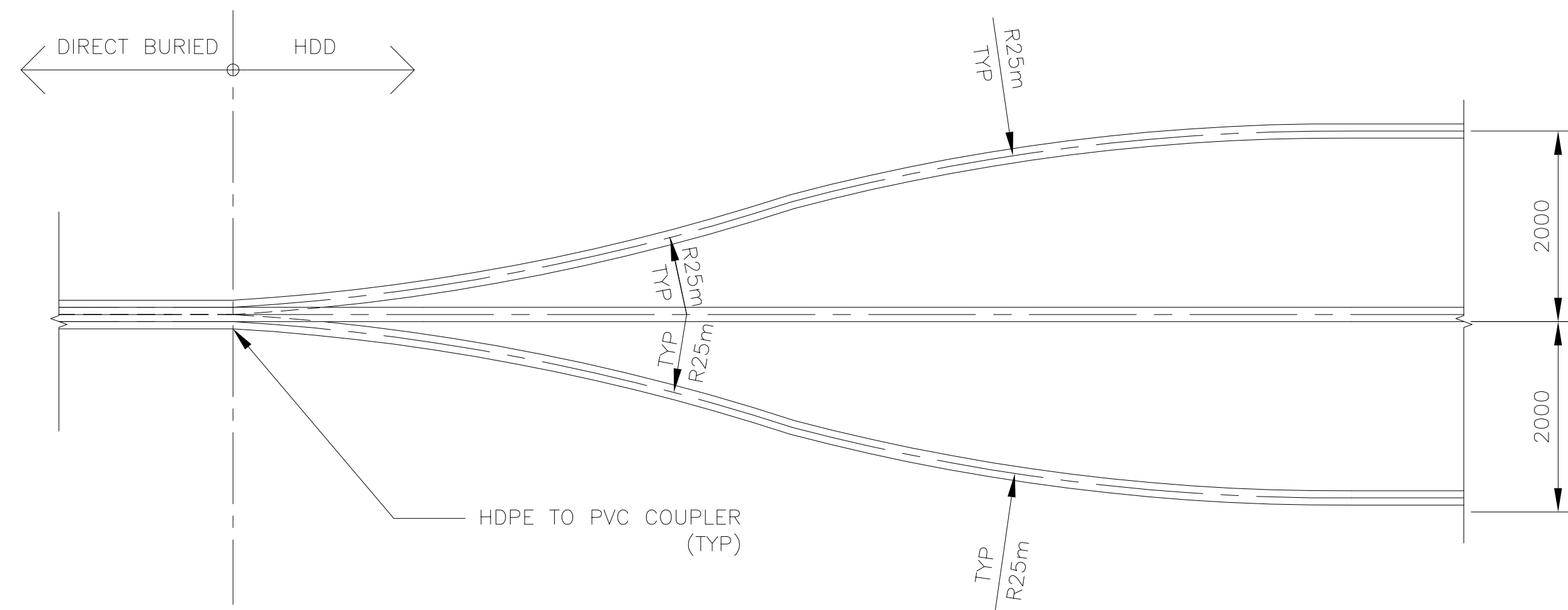
\\OAK-FS1\PPA OAKVILLE\CAD\BENTLEY RIVER\ELE\189569-3000-DF00-SLD-0001.001.DWG

SAVED: 07-Jul-16 11:51 AM	PIOTTED: 07-Jul-16 12:02 PM	USER: SHAHBAZIAN, RAZMIK
---------------------------	-----------------------------	--------------------------

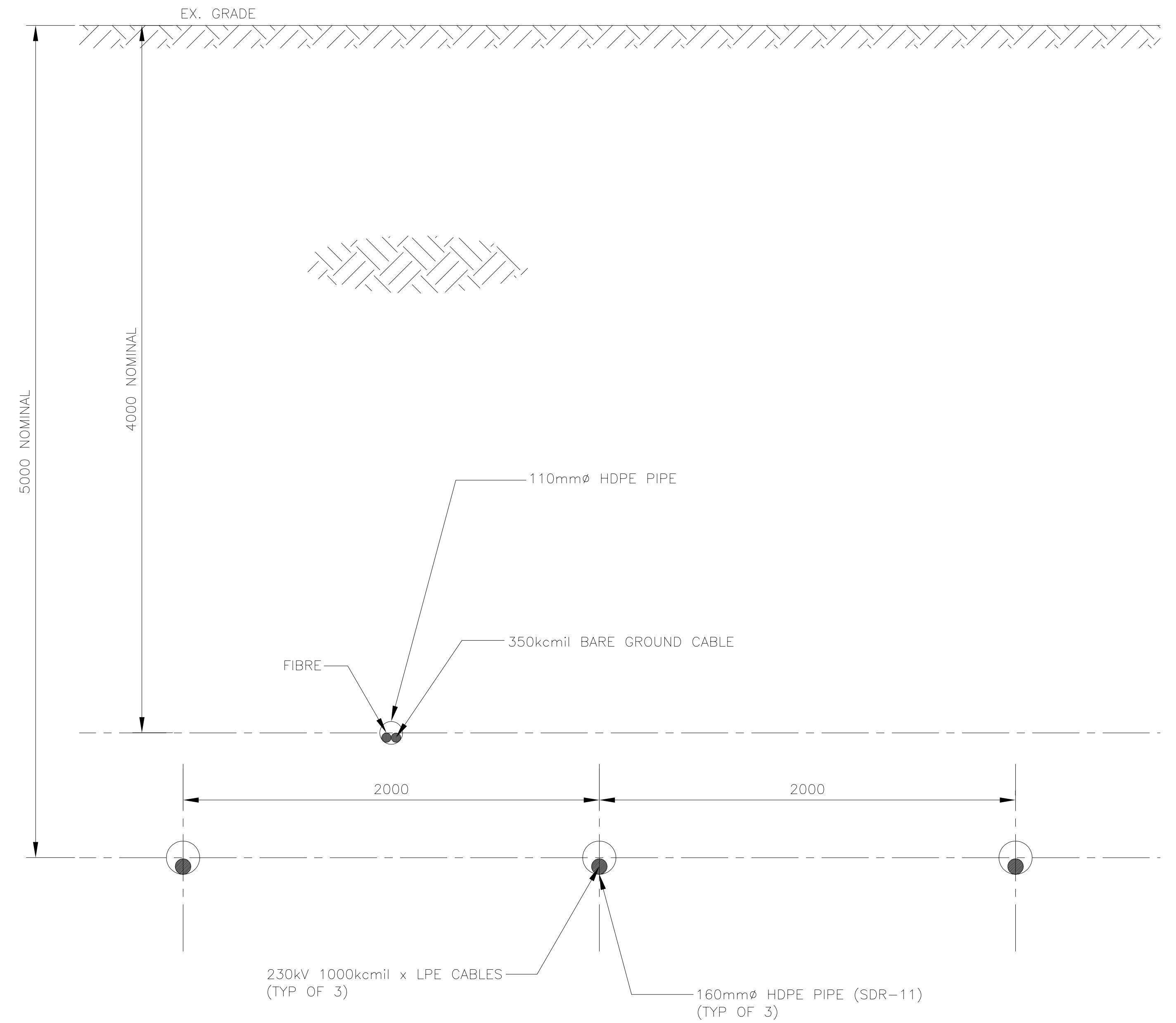
Underground Transmission Line Plan and Profile



TYPICAL CROSS SECTION OF DIRECT BURIED
N.T.S.



PLAN VIEW – TRANSITION BETWEEN DIRECT BURIED AND HDPE
N.T.S.



TYPICAL SECTION OF HORIZONTAL DIRECTIONAL DRILLING
N.T.S.

NOT FOR CONSTRUCTION



Chimax Inc.
Engineering Company
3950 Fourteenth Ave. East, Suite 506
Markham, On., L3R 0A9
Email: chimax@chimax.ca

CLIENT DWG. NO.
DRAWING NO. 1523-C101
REV. B

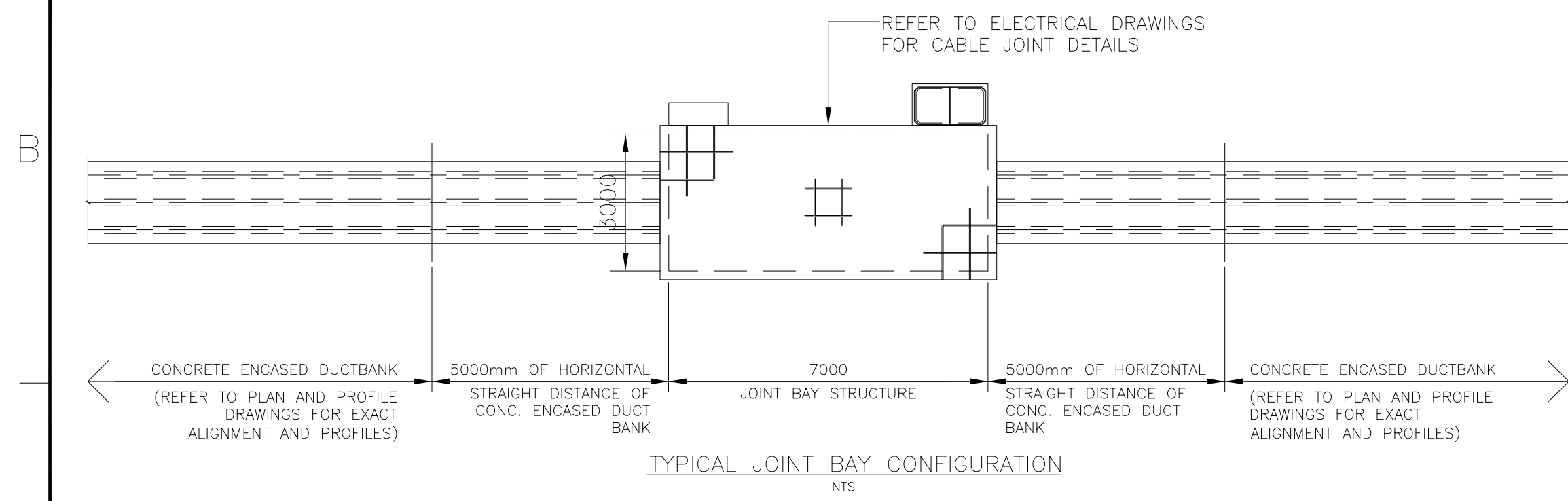
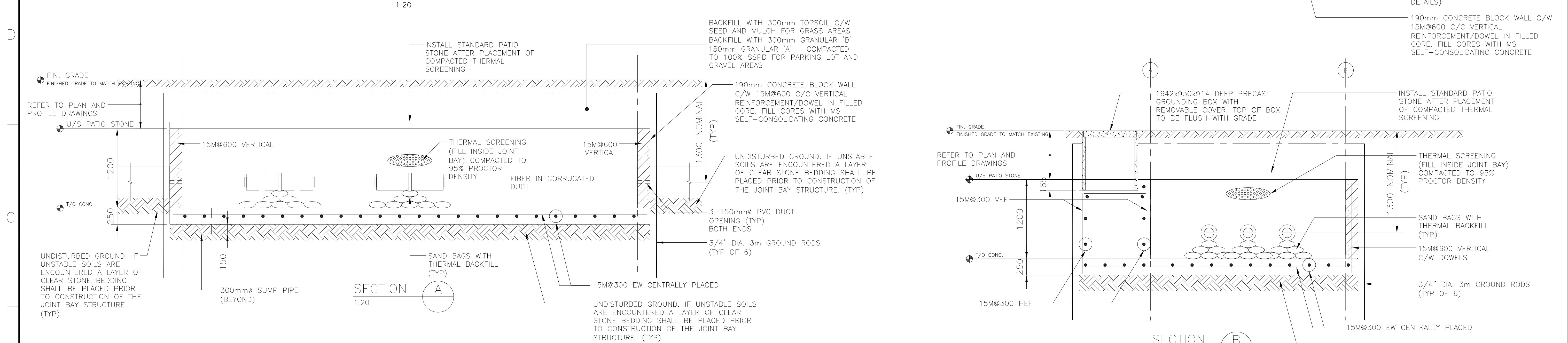
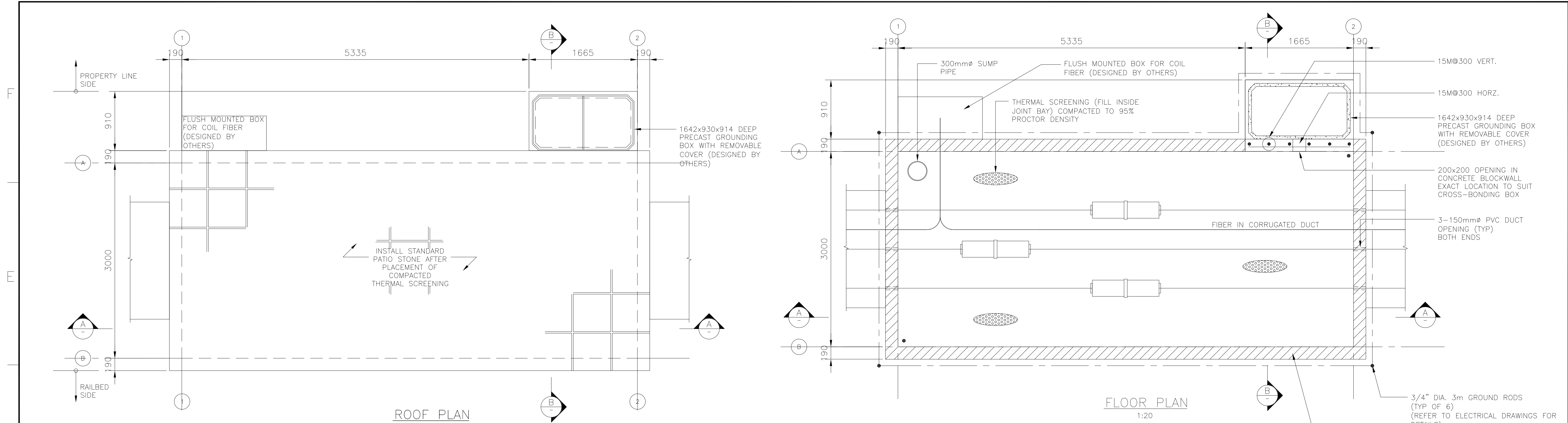
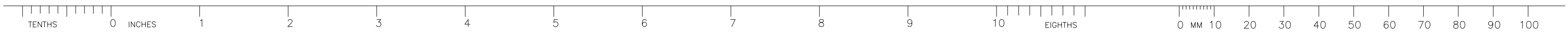
TYPICAL SECTION OF
DUCT BANK AND
HORIZONTAL DIRECTIONAL DRILLING

CLIENT PROJECT MGR. DEPARTMENT MGR. PROJECT MGR.
PROJECT PHASE
PROJECT NO. ACTIVITY NO. BY DMMYY
DSN E.KWONG 02/06/16
DRN M.HUANG 02/06/16
CHK
APP
SCALE N.T.S. PACKAGE CODE



STAMP/SEAL
PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

REV	ID	DDMMYY	REVISION	DR	CHK	APP	APP	APP	APP	ISS	DDMMYY	APP	ISSUED FOR	REF	NUMBER	TITLE
B	06/07/16	ISSUED FOR PERMIT	D.M.	E.K.	K.W.						B	06/07/16	K.W.	ISSUED FOR PERMIT		
A	27/06/16	ISSUED FOR CONCEPTUAL REVIEW	M.H.	E.K.							A	27/06/16		ISSUED FOR REVIEW		



GENERAL NOTES

- MATERIAL:
 - REINFORCED CONCRETE: 30MPa U/N
 - SLUMP: 120mm
 - AIR CONTENT: 5-8%
 - COURSE AGGREGATES: 20mm
 - MIN. CEMENT CONTENT: 315kg/m³
 - WATER/CEMENT RATIO: 0.45max
 - REINFORCEMENT: 400MPa
- DESIGN LOAD (SERVICE LOAD):
 - DEAD LOAD
 - UNIT WEIGHT OF CONCRETE: 24kN/m³
 - UNIT WEIGHT OF BACKFILL: 21kN/M³
- FOUNDATION:

A SOIL BEARING CAPACITY OF 50kPa (SLS) IS REQUIRED AT THE FOUNDING LEVEL AND SHALL BE FIELD VERIFIED AND CONFIRMED BY A PROFESSIONAL GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION.
- STANDARDS:
 - ALL CONCRETE MATERIALS WORKMANSHIP TO CONFORM TO CSA STANDARDS CAN 3-A23.1 AND A23.2.
 - ALL REINFORCING STEEL SHALL BE COMPLYING WITH CSA G30.18.
 - ALL GRANULAR MATERIALS SHALL CONFORM TO OPSS STANDARD.
- CONTRACTOR TO PROVIDE TEMPORARY SHORING TO PROTECT EXISTING SERVICES, FEATURES AND STRUCTURES.
- MINIMUM CLEAR COVER FOR CAST-IN-PLACE CONCRETE TO BE 50mm UNLESS SPECIFICALLY NOTED OTHERWISE.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
- THE LAP LENGTH OF SPICED BARS SHALL BE CLASS 'B' AS PER CSA 23.3 UNLESS NOTED.
- 25mm CHAMFER TO ALL CONCRETE CORNERS UNLESS NOTED.
- ALL STRUCTURE TO BE FOUNDED ON UNDISTURBED GROUND.
- ALL STRUCTURE TO BE FOUNDED ON UNDISTURBED GROUND.

NOT FOR CONSTRUCTION



Chimax Inc.
Engineering Company
3850 Fourteenth Ave. East, Suite 506
Markham, On., L3R 0A9
Email: chimax@chimax.ca

CLIENT PROJECT MGR. DEPARTMENT MGR. PROJECT MGR.

PROJECT PHASE

PROJECT NO. ACTIVITY NO. BY DSN E.KWONG 02/06/16 DRN M.HUANG 02/06/16

SCALE PACKAGE CODE

N.T.S.

AREA PATTERN ENERGY - BELLE RIVER 230kV UNDERGROUND

SUBJECT

JOINT BAY STRUCTURE

CLIENT DWG. NO.

DRAWING NO. 1523-C102

REV. B

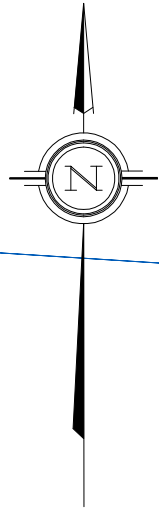
CAD FILE: 1523-C102-B



STAMP/SEAL
PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

REV	DDMMYY	REVISION	DR	CHK	APP	APP	APP	APP	ISS	DDMMYY	APP	ISSUED FOR	REF	NUMBER	TITLE
B	06/07/16	ISSUED FOR PERMIT								B	06/07/16	K.W.	ISSUED FOR PERMIT		
A	27/06/16	ISSUED FOR CONCEPTUAL REVIEW								A	27/06/16	K.W.	ISSUED FOR REVIEW		

Amended Joe Byrne Substation Layout Drawing



PIN 750530100
STREET# 1599
OWNER: MITRI, GEORGE FAYCAL

Lakeshore Road 125

OPERATION & MAINTANENCE BUILDING

PIN 750530099
STREET# 1615
OWNER: SCHWAB, HARRY JACK

PIN 750530098
STREET# 1673
OWNER: LASSALINE, DONALD EUGENE

LOT 16
CONCESSION 4

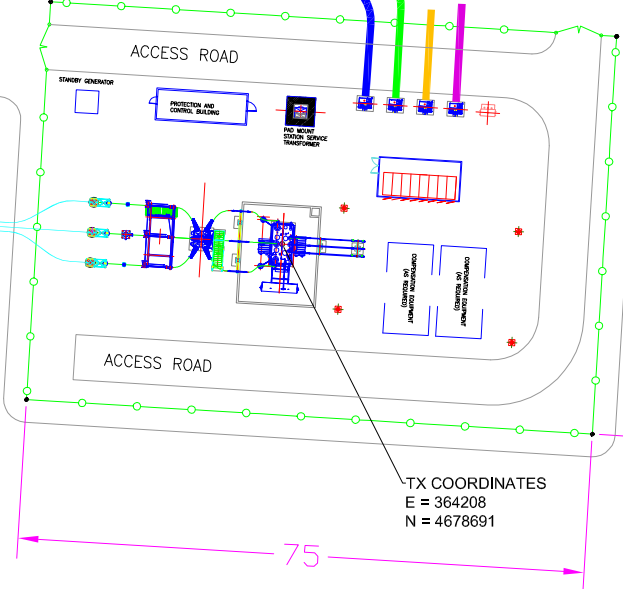
ACCESS ROAD

34.5kV U/G COLLECTOR FEEDERS

EXISTING DRAINAGE DITCH

34.5kV U/G COLLECTOR FEEDERS

230kV U/G COLLECTOR FEEDERS



NOT FOR CONSTRUCTION



Chimax Inc.
Engineering Company
3850 Fourteenth Ave. East, Suite 506
Markham, On., L3R 0A9
Email: chimax@chimax.ca

CLIENT DWG. NO.	
DRAWING NO.	1523-E001
REV.	C

COLLECTOR SUBSTATION
SITE PLAN

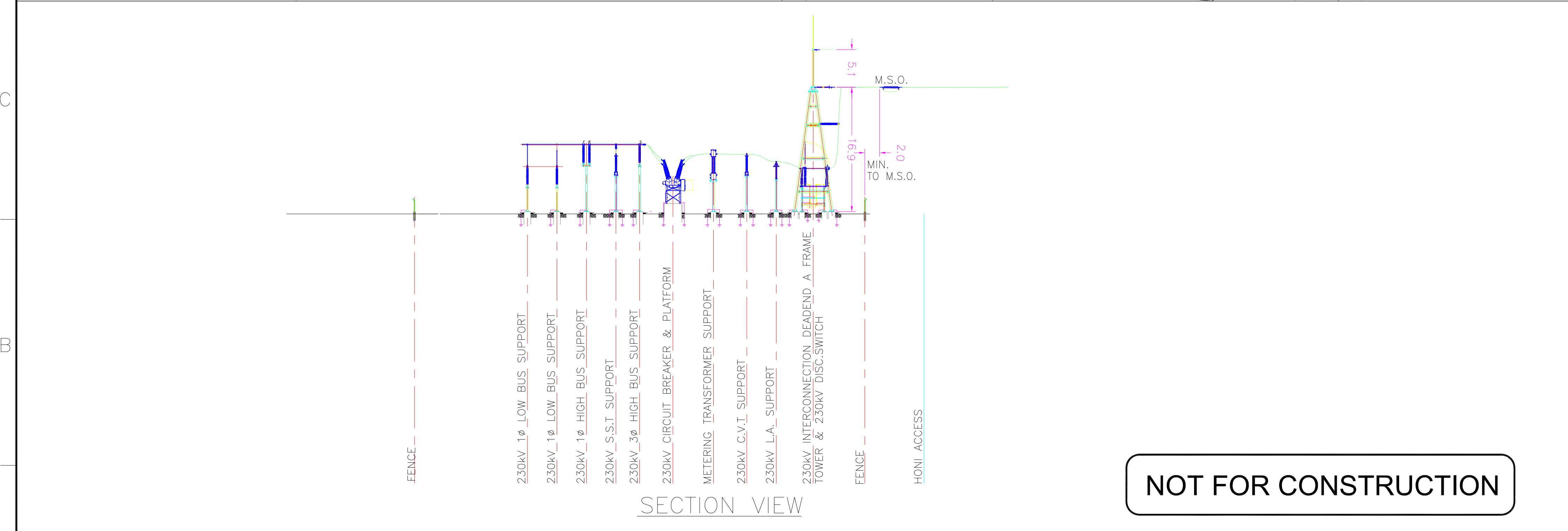
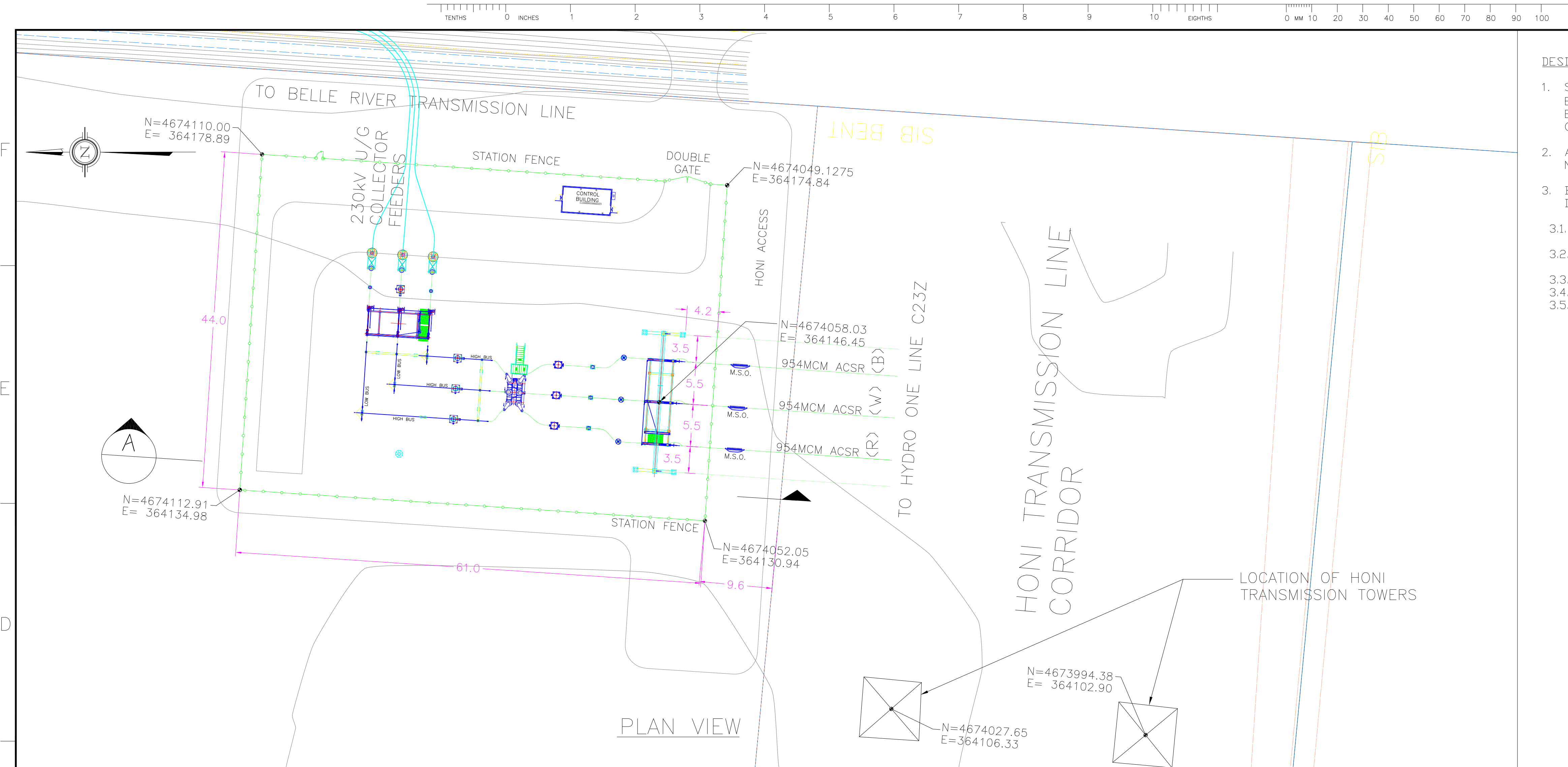
CLIENT PROJECT MGR.		DEPARTMENT MGR.		PROJECT MGR.	
PROJECT PHASE					
PROJECT NO.	ACTIVITY NO.		BY	DDMMYY	
		DSN	EKWONG	05/02/16	
		DRN	EKWONG	05/02/16	
SCALE	PACKAGE CODE	CHK			
N.T.S.		APP			



STAMP/SEAL
PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

C	06/07/16													C	06/07/16	K.W.	ISSUED FOR PERMIT						
B1	12/02/16													B1	12/02/16		ISSUED FOR REVIEW						
B	09/02/16													B	09/02/16		ISSUED FOR REVIEW						
A	05/02/16													A	05/02/16		ISSUED FOR REVIEW						
REV	DDMMYY													ISS	DDMMYY	APP	ISSUED FOR	REF	NUMBER				TITLE

Amended Brody Switching Station Layout Drawing



REV	DDMMYY	REVISION	DR	CHK	APP	APP	APP	APP	ISS	DDMMYY	APP	ISSUED FOR	REF	NUMBER	TITLE
D	06/07/16	ISSUED FOR PERMIT								D	06/07/16	K.W.	ISSUED FOR PERMIT		
C	07/03/16	INCORPORATE CLIENT'S COMMENTS								C	07/03/16	K.W.	ISSUED FOR REVIEW		
B	29/02/16	INCORPORATE HONI DEADEND TOWER REQUIREMENT								B	29/02/16	K.W.	ISSUED FOR REVIEW		
A	04/12/15	ISSUED FOR REVIEW								A	04/12/15	K.W.	ISSUED FOR REVIEW		

STAMP/SEAL

PROPRIETARY INFORMATION:
THIS DRAWING IS THE PROPERTY OF CHIMAX INC.
AND IS NOT TO BE LOANED OR REPRODUCED IN ANY WAY
WITHOUT THE PERMISSION OF CHIMAX INC.

06/07/2016

K. C. Y. WONG
50844117
PROVINCE OF ONTARIO

CLIENT PROJECT MGR.	DEPARTMENT MGR.	PROJECT MGR.
PROJECT PHASE	PROJECT NO.	ACTIVITY NO.
BY	DDMMYY	DSN
E.K.WONG	04/12/15	DRN
CHK		CHK
APP		APP

AREA	PATTERN ENERGY - BELLE RIVER 230 kV TRANSMISSION LINE
SUBJECT	230kV SWITCHING STATION HYDRO ONE INTERCONNECTION ARRANGEMENT PLAN & SECTION VIEW

CLIENT DWG. NO.	1523-E201
DRAWING NO.	1523-E201
REV.	D

- DESIGN NOTES:
- SITE LAYOUT PLAN IS BASED ON SITE SURVEY INFORMATION 153544 - Belle River(All Points).TXT BY PATTERN ENERGY. COORDINATES & ELEVATIONS SHOWN ARE UTM COORDINATES IN METERS. THESE SHALL BE CONFIRMED BY FIELD SURVEY PRIOR TO COMMENCEMENT OF FIELD WORK.
 - ALL DIMENSIONS ARE IN METER, COORDINATES IN UTM, METER, UNLESS NOTED OTHERWISE.
 - BELLE RIVER INTERCONNECTION DEADEND TOWER SHALL BE DESIGNED TO THE FOLLOWING:
 - PROPOSED CONDUCTOR ATTACHMENT HEIGHT SHALL BE 16.85M (55.28') ABOVE GRADE.
 - PROPOSED SHIELDWIRE ATTACHMENT HEIGHT SHALL BE 21.95M (72') ABOVE GRADE.
 - MAXIMUM CONDUCTOR INCOMING ANGLE OF 15°.
 - MAXIMUM CONDUCTOR TENSION - 27kN 6050LBF.
 - MAXIMUM OPGW & OHGW TENSION - 13kN 2950LBF.

SAMSUNG

Pattern

Chimax Inc.
Engineering Company
3850 Fourteenth Ave. East, Suite 506
Markham, On., L3R 0A9
Email: chimax@chimax.ca

[Amended: July 8, 2016](#)

LAND MATTERS

1. Affected Landowners

There are two private landowners affected by the Transmission Project as follows:

a) Mr. [REDACTED] whose property is located on the east side of Lakeshore Road 125, north of Byrnedale Road in the Town of Lakeshore as illustrated by the map at Exhibit C, Tab 2, Schedule 1(ii). The legal description of this property is Part N1/2 Lot 16 Con 4 Rochester as in R993927 s/t an easement in gross over Parts 17, 18 Plan 12R-22393 as in CE237659 Town of Lakeshore being all of PIN 7503-0099(LT). The Joe Byrne Substation will be located on this property.

b) Mr. [REDACTED] whose property is located on the west side of French Line Road, as illustrated by the map at Exhibit C, Tab 2, Schedule 1(ii). The legal description of this property is Part N1/2 LT 10 Con SMR Rochester as in R978316; S/T Debts in R978316; S/T Reservations in R978316; S/T RO14393; Lakeshore being all of PIN 750540114. The Brody Switching Station will be located on this property.

2. Land Rights

In respect of the Joe Byrne Substation and the Brody Switching Station, the Applicant has entered into ~~Option Agreements (to lease) with each of the two landowners on which these facilities will be located. When the Applicant exercises its options under the Option Agreements, the Applicant and the landowners will enter into~~ binding Lease Agreements that permit the construction and operation of the substation, switching station and other infrastructure ancillary to or required for the Transmission Line. The forms of both the referenced Option Agreement and the Lease Agreement are at Exhibit E, Tab 1, Schedule 2.

Amended: July 8, 2016

In regard to real property rights required for installing the Transmission Line within public road allowances, on May 24, 2016 Council for the Town of Lakeshore approved entering into a road use agreement that was mutually agreed with the Applicant, which expressly permits the underground installation of the Transmission Line within the municipality's road allowances.¹ The Applicant expects to receive a resolution from Council for the County of Essex at the July 20, 2016 council meeting that will authorize the execution of a of Road Use Agreement between the County and the Applicant.

~~In regard to the Transmission Line, the Applicant is close to finalizing a Road Use Agreement with the Town of Lakeshore. The Road Use Agreement will include terms and conditions that are customary for such agreements, including road repair, infrastructure placement and coordination obligations. The Applicant is also entering into discussions regarding a Road Use Agreement with the County of Essex.~~

In regard to landowners adjacent to, but not directly affected by, the Transmission Line, the Underground Option is preferred as evidenced by the Town of Lakeshore's council's meeting minutes dated May 24, 2016, attached at Exhibit E, Tab 1, Schedule 3:

*"During the negotiations of the Road Use Agreement Town staff have also been collaborating with Essex County staff regarding the details of the Belle River Wind Farm project implications that extend into along routes on County Roads. In particular the route of the transmission line that has raised concerns from residents along this route on County Road 31. **Through these collaborative meetings and discussions, Belle River Wind has committed to the transmission line going underground along its entire length.**"²[emphasis added]*

Further evidence of support for the Underground Option is a letter of support signed by 17 of the 24 currently residing landowners living adjacent to the Transmission Line (the "**Letter of**

¹ Town of Lakeshore's council meeting minutes dated May 24, 2015 at Exhibit E, Tab 1, Schedule 3, Page 45 of 72.

² Page 43 of 72 at paragraph 15.

Amended: July 8, 2016

Support"). The Applicant and supporting residents undertook repeated attempts to contact the remaining seven (7) landowners who were not present or available to meet when the Applicant attended their properties, primarily due to work (farming) commitments, vacation or other reasons. It is the Applicant's understanding from discussions with supporting landowners that all residing landowners living adjacent to the Transmission Line prefer or are neutral to the Transmission Line being constructed underground. The Applicant wishes to emphasize that the remaining landowners did not object to the Underground Option. Rather, they simply were not present to provide support. The Letter of Support is at Exhibit E, Tab 1, Schedule 4.

In regard to crossing Highway 401, the Ontario Ministry of Transportation (the "MTO") has been made aware of the Applicant's desire to construct the Transmission Line underground. On June 29, 2016, the MTO issued an Encroachment Permit allowing AMEC Foster Wheeler, the Applicant's contractor to drill two (2) boreholes as part of a geotechnical investigation in support of an underground crossing (Exhibit E, Tab 1, Schedule 5). Should the Applicant require an order from the Board to cross Highway 401 without the MTO's consent, it will file an application under section 101 of the *Ontario Energy Board Act, 1998*. However, at this time, discussions with the MTO have been positive and it is not anticipated that a section 101 application will be required.

Town of Lakeshore Council Meeting Minutes

6:00 p.m.

May 24, 2016

THE CORPORATION OF THE TOWN OF LAKESHORE

MINUTES OF THE REGULAR COUNCIL MEETING

PRESENT:	Mayor	-	Tom Bain
	Deputy Mayor	-	Al Fazio
	Councillors	-	Steven Wilder
		-	Dave Monk
		-	Tracey Bailey
		-	Dan Diemer
		-	Linda McKinlay
	Chief Administrative Officer	-	Tom Touralias
	Director of Finance	-	Cheryl L Horrobin
	Director of Community and Development Services	-	Steve Salmons
	Director of Engineering and Infrastructure Services	-	Nelson Cavacas
	Manager of Development Services	-	Kim Darroch
	Manager of Public Works	-	Chuck Chevalier
	Manager of Environmental Services	-	Tony Francisco
	Manager of Engineering Services	-	Tony DiCiocco
	Fire Chief	-	Don Williamson
	Drainage Superintendent	-	Jill Fiorito
	Planning Coordinator	-	Maureen Lesperance
	Manager of Information Technology	-	Pat Girard
	Manager of Recreation and Town Solicitor	-	Jim Renick
	Clerk	-	Mary Masse
ABSENT:	Councillor	-	Len Janisse

1. CALL TO ORDER 6:00 P.M.

Councillor Diemer moved and Councillor Wilder seconded:

That:

Council move into closed session at 5:30 p.m. in accordance with section 239 (2) e) and f) of the Municipal Act to obtain legal advice from the solicitors regarding the CEN Biotech OMB Appeal.

Motion Carried Unanimously

Councillor Bailey moved and Councillor Deputy Mayor Fazio seconded:

That:

Council move out of closed session at 6:00 p.m.

Motion Carried Unanimously

2. MOMENT OF REFLECTION

3. APPROVAL OF SUPPLEMENTARY AGENDA

Councillor Diemer moved and Councillor Bailey seconded:

That:

The Supplementary Agenda for May 24, 2016 be approved.

Motion Carried Unanimously

4. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

There were no disclosures of pecuniary interest noted at this time.

5. RECOGNITION

- a) Tony Francisco – Manager of Environmental Services – Retirement Recognition.

The Mayor and Council offered thanks and congratulations to Mr. Tony Francisco, Manager of Environmental Services on his retirement and wished him well into the future.

6. DELEGATIONS

- a) Tourism Windsor Essex Pelee Island – Gordon Orr, CEO and Lynnette Bain, Vice President. – 2016/2017 Visitor Guide. – **Re-scheduled**

The Mayor advised that the delegates representing Tourism Windsor Essex Pelee Island have requested to be rescheduled for a future Council meeting.

b) PUBLIC MEETINGS UNDER THE PLANNING ACT

- i) Zoning By-law Amendment (ZBA-10-2016), James and Annette Dorner, 305 West Pike Creek Road, Community of Maidstone.

- Presentation by Administration/Planning Consultant
- Public Input/Comments
- Presentation by the Applicant
- Council Discussion
- Action by Council

TOWN OF LAKESHORE
COMMUNITY AND DEVELOPMENT SERVICES
DEVELOPMENT SERVICES DIVISION

TO: Mayor and Members of Council

FROM: Kim Darroch, B.A.(Hons.), M.PL., MCIP, RPP
Manager of Development Services – Town Planner

DATE: May 5, 2016

SUBJECT: Zoning By-law Amendment (ZBA-10-2016), James and Annette Dorner,
305 West Pike Creek Road, Community of Maidstone, Town of Lakeshore

RECOMMENDATION:

It is recommended that:

1. Council approve Zoning By-law Amendment Application ZBA-10-2016 (By-law No. 49 -2016), Town of Lakeshore By-law 2-2012, as amended), to rezone a portion of the farm parcel, indicated as the “Retained Farmland” on the Key Map, Appendix 1, located at 305 West Pike Creek Road, in the Town of Lakeshore, from “A, Agriculture” to a site-specific “A-1, Agriculture” zone which shall prohibit a single detached dwelling and adopt the implementing by-law.

BACKGROUND:

The subject farm lands are located on the west side of West Pike Creek Road, north of Little Baseline Road. The subject property is 23.92 acres or 9.68 hectares in lot area (See Appendix 1). The subject property is currently designated 'Agricultural' in the Official Plan and is zoned "A, Agriculture" Zone in the Town's Zoning By-law, 2-2012, as amended, which permits agriculture uses and the existing farm house.

Recently, a provisional consent (File: B/12/2016) was granted to sever a surplus dwelling from the farm lot. In order to meet conditions of the provisional consent, the applicant has submitted an application to rezone the remnant (retained) farmland to prohibit single detached dwellings. As a result of the surplus lot creation, the severed lot is automatically recognized for its non-farm residential use, as long as it is under 4 hectares or 9.88 acres.

COMMENTS:

Provincial Policy Statement

The PPS permits *"a residence surplus to a farming operation as a result of farm consolidation,"* to be severed, *"provided that the planning authority ensures that new residential dwellings are prohibited on any vacant remnant parcel of farmland created by the severance."*

Comment: It was a condition of the consent which created the surplus dwelling lot, that a zoning by-law amendment application be submitted to the Town for the retained lands, following the surplus lot creation to ensure that new residential dwellings are prohibited on any vacant remnant parcel of farmland created by the severance. In addition, the Town of Lakeshore Official Plan (Section 6.2.3 b) ii) requires that the non-farm parcel will be zoned to recognize the non-farm residential use and will not accommodate a livestock operation. By severing off the surplus lot, from the farm lot, the Zoning By-law automatically recognizes the surplus lot's non-farm use (as a result of the lot's smaller size). Therefore the proposal is consistent with the PPS.

County Official Plan and Lakeshore Official Plan

The project conforms to the land use and consent policies of the Agricultural designations of both the County and Lakeshore Official Plans.

Town of Lakeshore Zoning By-law

In order to satisfy a condition of the provisional consent to sever a surplus dwelling from the farm parcel, the "Retained Farmland" will be re-zoned from "A, Agriculture" to a site-specific "A-1, Agriculture zone" which shall prohibit a single detached dwelling.

Conclusion

Under the Planning Act, when considering a Zoning By-law Amendment, Council has the following four alternatives when making its decision:

1. Alternative 1 - Refusal - should Council choose to refuse an application to amend a Zoning By-law, under Subsection 34(10.9) of the Planning Act, it is now required that a Notice of Refusal be issued, not later than 15 days after the day of the refusal, containing the prescribed information, to be given to:
 - (a) the person or public body that made the application;
 - (b) each person and public body that filed a written request to be notified of a refusal; and
 - (c) any prescribed person or public body.

As part of the required prescribed information, the Notice of Refusal must also now contain a written explanation for the refusal.

Comment - In this particular instance, the Applicant would have the option of appealing Council's decision to the Ontario Municipal Board. However, at the time of writing, the Town's Planner's opinion is that the Zoning By-law Amendment Application be approved (See Alternative 4 below).

2. Alternative 2 - Deferral - deferral of an application often occurs when further information or consultation is required, usually becoming apparent after the scheduled public meeting date has been set or after the planning report has been completed. Consequently, it is usually something that Administration will recommend either in the planning report or in lieu of the written recommendations. From Council's perspective, a deferral option is often considered should new issues arise at the public meeting or when Council feels that it requires further information in order to make an informed decision.

Comment - At the time of writing, no additional information or studies were deemed necessary.

3. Alternative 3 - Approve as modified or revised - this is an approach used where the planning review of the application or the consultation process reveals the need for mitigation measures or compromises. Often the planning report will recommend to approve the application, subject to certain modifications, conditions, etc., that are slightly different from what has been requested in the application. From Council's perspective it may also choose to approve the application, but also modify the approval to the recommendations as submitted.

Comment - There are no modifications that would substantially improve the application.

4. Alternative 4 - Approval - the application is approved as submitted without modifications.

Based on the foregoing, the Town's Planner supports Alternative 4 (Approval).

OTHERS CONSULTED:

Internal departments and external agencies in accordance with *Planning Act* regulations.

FINANCIAL IMPLICATIONS:

There are no adverse financial budget impacts resulting from the recommendation.

Prepared by:

Kim Darroch, M.PL, MCIP, RPP
and Manager of Development Services

Reviewed by:

Steve Salmons, Director of Community
Development Services

Submitted by:

Tom Touralias, P. Eng, MBA
Chief Administrative Officer

The Manager of Development Services reviewed the application for Zoning By-law Amendment ZBA-10-2016.

The Mayor inquired if there were any members of the public wanting to make representation on the application. There were no members of the public in attendance regarding the subject application.

Councillor Wilder moved and Deputy Mayor Fazio Fazio seconded:

That:

1. ***Council approve Zoning By-law Amendment Application ZBA-10-2016 (By-law No. 49 -2016), Town of Lakeshore By-law 2-2012, as amended), to rezone a portion of the farm parcel, indicated as the "Retained Farmland" on the Key Map, Appendix 1, located at 305 West Pike Creek Road, in the Town of Lakeshore, from "A, Agriculture" to a site-specific "A-1, Agriculture" zone which shall prohibit a single detached dwelling and adopt the implementing by-law.***

Motion Carried Unanimously

- ii) Zoning By-law Amendment (ZBA-17-2016), Michael DeMarse and Donna Priscak, 5775 Tecumseh Road, Stoney Point

- Presentation by Administration/Planning Consultant
- Public Input/Comments
- Presentation by the Applicant
- Council Discussion
- Action by Council

TOWN OF LAKESHORE
COMMUNITY AND DEVELOPMENT SERVICES
DEVELOPMENT SERVICES DIVISION

TO: Mayor and Members of Council

FROM: Kim Darroch, B.A.(Hons.), M.PL., MCIP, RPP
Manager of Development Services – Town Planner

DATE: May 9, 2016

SUBJECT: Zoning By-law Amendment (ZBA-17-2016), Michael DeMarse and Donna Priscak, 5775 Tecumseh Road, Community of Stoney Point

RECOMMENDATION:

It is recommended that:

1. Council approve Zoning By-law Amendment Application ZBA-17-2016 (By-law No. 52 -2016, Town of Lakeshore By-law 2-2012, as amended), to rezone a portion of a parcel, indicated as the "Subject Property" on the Key Map, Appendix 1, located at 5775 Tecumseh Road, in the Town of Lakeshore, from "CS, Service Commercial" to a site-specific "CS-6, Service Commercial, Exception 6" zone which shall permit a new single detached dwelling and accessory uses, structures and buildings on the Subject Property and adopt the implementing by-law; and
2. The Mayor and Clerk be authorized by By-law No. 53- 2016, to execute an Agreement with the Owner to connect to Municipal Sewage Services if those services become available in the future.

BACKGROUND:

The parcel of land subject of this application is located at 5775 Tecumseh Road, in the Community of Stoney Point (See Appendix 1).

The subject property is designated 'Service Commercial' in the Town of Lakeshore Official Plan and is split zoned CS, Service Commercial and CS, Service Commercial in

holding (h6). The holding zone is only located on the back portion of the property and is for the provision of adequate services (full municipal services: water and sanitary services). Only existing uses are permitted on the back half of this property. The front half of the property does not have a holding zone (h6) and therefore contains an existing single detached dwelling and accessory structures.

The applicants are proposing to demolish the existing legal non-conforming single detached dwelling and accessory structures and construct a new single detached dwelling, detached garage and shed. The Service Commercial Zone (CS Zone) in the Lakeshore Zoning By-law currently does not permit a standalone single detached dwelling on the property, but does permit an accessory dwelling unit in combination with a commercial use or business. As such, a zoning by-law amendment is required. If the applicant was simply proposing renovations, such as building addition to the legal non-conforming use (existing dwelling), an application could have been made to the Committee of Adjustment to expand a legal non-conforming use.

The surrounding land uses are a mix of single detached dwellings and commercial uses. Municipal water services are available, however, municipal sanitary sewage services is not.

COMMENTS:

Provincial Policy Statement

The proposal is consistent with the PPS.

County Official Plan and Lakeshore Official Plan

The project conforms to the land use policies of both the County and Lakeshore Official Plans.

Permitted Uses

The primary permitted uses in the Service Commercial Designation include commercial and retail establishments that are destination oriented or are intended to serve the travelling public along Tecumseh Road, such as gas stations, public garages, motels, restaurants, banks, animal hospitals, clubs, day care centres, drug stores and other highway commercial uses. Since the main uses are supposed to be commercial in this area, only accessory dwelling units are proposed in combination with a commercial use or business, not stand alone residential dwellings, like a single detached dwelling.

To preserve the chance of a future commercial use or business being located on the property, it is recommended that the CS, Service Commercial designation remain intact along with the current CS, Zone. Further, that an exception be applied to the CS Zone to permit a new single detached dwelling on the property, as the owner is simply demolishing the existing legal non-conforming use on the property, in order to build a

new home, garage and shed. Nothing is changing on the property from what previously existed. Therefore, the proposed re-development of the property will be compatible with the surrounding uses and will not aggravate any situation detrimental to adjacent uses. It is not the intention of the Town that the use cease to exist at this point in time and the re-development is proposed on the portion of the property currently not zoned in a holding or h6 zone.

Servicing

The Town of Lakeshore Official Plan notes that full municipal services (water and sanitary) are required for new development, however, an exception may be considered in areas not serviced by a sanitary system, provided at such time as municipal sewage services become available, the landowner, at their expense, will be required to connect to municipal sewage services.

Town of Lakeshore Zoning By-law

A re-zoning from a CS, Service Commercial Zone to a CS-6, Service Commercial, Exception 6 Zone is required to permit a new single detached dwelling, detached garage and shed on the subject property, as the current CS Zone only permits an accessory dwelling unit in combination with a commercial business on the property.

Conclusion

Under the Planning Act, when considering a Zoning By-law Amendment, Council has the following four alternatives when making its decision:

1. Alternative 1 - Refusal - should Council choose to refuse an application to amend a Zoning By-law, under Subsection 34(10.9) of the Planning Act, it is now required that a Notice of Refusal be issued, not later than 15 days after the day of the refusal, containing the prescribed information, to be given to:
 - (a) the person or public body that made the application;
 - (b) each person and public body that filed a written request to be notified of a refusal; and
 - (c) any prescribed person or public body.

As part of the required prescribed information, the Notice of Refusal must also now contain a written explanation for the refusal.

Comment - In this particular instance, the Applicant would have the option of appealing Council's decision to the Ontario Municipal Board. However, at the time of writing, the Town's Planner's opinion is that the Zoning By-law Amendment Application be approved (See Alternative 4 below).

2. Alternative 2 - Deferral - deferral of an application often occurs when further

information or consultation is required, usually becoming apparent after the scheduled public meeting date has been set or after the planning report has been completed. Consequently, it is usually something that Administration will recommend either in the planning report or in lieu of the written recommendations. From Council's perspective, a deferral option is often considered should new issues arise at the public meeting or when Council feels that it requires further information in order to make an informed decision.

Comment - At the time of writing, no additional information or studies were deemed necessary.

3. Alternative 3 - Approve as modified or revised - this is an approach used where the planning review of the application or the consultation process reveals the need for mitigation measures or compromises. Often the planning report will recommend to approve the application, subject to certain modifications, conditions, etc., that are slightly different from what has been requested in the application. From Council's perspective it may also choose to approve the application, but also modify the approval to the recommendations as submitted.

Comment - In the Town's Planner's opinion, there are no modifications that would substantially improve the application.

4. Alternative 4 - Approval - the application is approved as submitted without modifications.

Based on the foregoing, the Town's Planner supports Alternative 4 (Approval).

OTHERS CONSULTED:

Internal departments and external agencies in accordance with *Planning Act* regulations.

FINANCIAL IMPACTS:

There are no adverse financial budget impacts resulting from the recommendation.

Prepared by:

Kim Darroch, M.PL, MCIP, RPP
and Manager of Development Services

Reviewed by:

Steve Salmons, Director of Community
Development Services

Submitted by:

Tom Touralias, P. Eng, MBA
Chief Administrative Officer

The Manager of Development Services reviewed the application for Zoning By-law Amendment ZBA-17-2016.

The Mayor inquired if there were any members of the public wanting to make representation on the application. There were no members of the public in attendance regarding the subject application.

Councillor McKinaly moved and Councillor Bailey seconded:

That:

- 1. Council approve Zoning By-law Amendment Application ZBA-17-2016 (By-law No. 52 -2016, Town of Lakeshore By-law 2-2012, as amended), to rezone a portion of a parcel, indicated as the "Subject Property" on the Key Map, Appendix 1, located at 5775 Tecumseh Road, in the Town of Lakeshore, from "CS, Service Commercial" to a site-specific "CS-6, Service Commercial, Exception 6" zone which shall permit a new single detached dwelling and accessory uses, structures and buildings on the Subject Property and adopt the implementing by-law; and***
- 2. The Mayor and Clerk be authorized by By-law No. 53- 2016, to execute an Agreement with the Owner to connect to Municipal Sewage Services if those services become available in the future.***

Motion Carried Unanimously

- iii) Application for a Zoning By-law Amendment (ZBA-10-2011) and Site Plan Control (SPC-3-2011), Guardian Storage Ltd., c/o Terry Aldea, 472 Blanchard Drive.

- Presentation by Administration/Planning Consultant
- Public Input/Comments
- Presentation by the Applicant
- Council Discussion
- Action by Council

TOWN OF LAKESHORE
COMMUNITY AND DEVELOPMENT SERVICES
DEVELOPMENT SERVICES DIVISION

TO: Mayor and Members of Council

FROM: Kim Darroch, B.A.(Hons.), M.PL., MCIP, RPP
Manager of Development Services – Town Planner

DATE: May 3, 2016

SUBJECT: Application for a Zoning By-law Amendment (ZBA-10-2011) and Site Plan Control (SPC-3-2011), Guardian Storage LTD., C/O Terry Aldea, 472 Blanchard Drive, Community of Maidstone

RECOMMENDATION:

It is recommended that:

1. Council approve Zoning By-law Amendment Application ZBA-10-2011 (By-law No. 47 -2016, Town of Lakeshore By-law 2-2012, as amended), to rezone a parcel, indicated as the "Subject Property" on the Key Map, Appendix 1, located at 472 Blanchard Drive, in the Town of Lakeshore, from "M1, General Employment" to "M1-5 General Employment, Exception 5 " which shall permit the following relief:
 - a) Minimum landscape open space at 5%, whereby 20% is required for the M1 Zone;
 - b) Minimum front yard setback at 1 ft (.3 m) whereby 7.5 m is required in the M1 Zone;
 - c) Minimum rear yard setback at 2 ft (.6 m) whereby 10 m is required in the M1 Zone;
 - d) Section 6.5 Accessory Uses, Buildings and Structures, V, Vii and X shall not apply;
 - e) A minimum of 5 parking spaces (including 1 space for persons with disabilities);
 - f) No loading space shall be required for a Public Storage facility;
 - g) Section 6.63 Waste Area Enclosures c) shall not apply;
 - h) Section 6.41.2 h) shall not apply; and
 - i) Section 6.41.2 i) shall not apply and the minimum aisle width between the two most easterly buildings is required to be 20 ft (6 m).
2. Council approve Site Plan Application SPC-3-2011 to permit the construction of a new building(s) for a public storage facility totaling 5,731.93 m² or 61,700 ft² together with parking areas / loading areas and ancillary facilities, all on a 1.4 ha or 3.5 acre parcel of land, located at 472 Blanchard Drive, subject to the following conditions:

- a) the Owner/Developer enter into a Site Plan Agreement with the Town to provide for the installation, construction, and maintenance of driveways, parking areas, lighting, landscaping, grading, drainage, road improvements and any necessary service connections, easements and other items in accordance with approved drawings.
3. The Mayor and Clerk be authorized, by, by-law # 48 - 2016, to execute the Site Plan Agreement.

BACKGROUND:

The owner of the subject property is proposing to construct a new public storage facility totaling 5,731.93 m² or 61,700 ft², together with parking areas / loading areas and ancillary facilities, all on a 1.4 ha (3.5 acre) parcel of land located at 472 Blanchard Drive (See Appendix 1).

Historically, the site operated as a multi-tenant facility for building construction and fabrication trades with administrative offices and related storage for a construction contractor.

Public storage facilities or “mini storage” facilities rent space on a short-term basis (often month-to-month, though options for longer-term leases are available) to individuals (usually storing household goods; nearly all jurisdictions prohibit the space from being used as a residence) or to businesses (usually storing excess inventory or archived records). Some facilities offer boxes, locks, and packaging supplies for sale to assist tenants in packing and safekeeping their goods. The rented spaces are secured by the tenant's own lock and key. Unlike in a warehouse, self-storage facility employees do not have casual access to the contents of the space (and, thus, the facility is generally not liable for theft and tenant insurance is generally required). A self-storage facility does not take possession or control of the contents of the space unless a lien is imposed for non-payment of rent, or if the unit is not locked the facility may lock the unit until the tenant provides his/her own lock.

Guardian Storage LTD purchased the property in September of 2010 from the Town of Lakeshore via a tax sale and demolished all buildings on site and completed an environmental clean-up in April of 2011. Subsequently, an application for re-zoning and site plan approval was submitted by the new owner to the Town for consideration of a public storage facility.

Since 2011, discussions have taken place with Administration regarding a number of site plan issues, including the condition of the private road (Blanchard Road) leading to the proposed public storage facility, applicable development charges and building permit fees, a water hydrant located on private land (Flex-n-Gate property), the need for a permeant easement for the waterline that exists on private property and requirements

to obtain an Essex Region Conservation Authority Permit (received approval from ERCA in October of 2015).

After several failed attempts by the owner to involve other businesses located in the Blanchard Industrial Park in participating in the road private improvements, the owner, on October 30, 2015 made a presentation to Administration on the Blanchard Road situation and proposed the following improvements to Administration:

- The owner to clean the entire Blanchard / County Road 22 private ditch prior to paving Phase 1 of the new public storage facility;
- The owner to cut, remove and replace 1,189.12 square metres or 12,800 square feet of Blanchard Road from the west end of the business park to Patillo Road after phase 1 of the public storage facility is completed (See Appendix 2); and
- That the above road improvement plan be a condition of site plan approval.

As the applicant is proposing to construct a new building, the site plan by-law requires the owner to go through the site plan process and enter into a site plan agreement with the Town.

Subject Parcel	Lot Area – 1.4 ha (3.5 acres) Existing Use – Vacant Land Proposed Use – Public Storage Facility Access – Blanchard Drive (private road) Servicing – Municipal Water and Municipal Sewage System
Surrounding Uses	Employment
Official Plan	Employment
Zone	M1, General Employment

COMMENTS:

Provincial Policy Statement and County Official Plan

There are no issues of Provincial or County significance raised by this application.

Lakeshore Official Plan

The subject lands are designated 'Employment' in the Official Plan which permits the proposed Employment use "Public Storage", subject to a Zoning by-law amendment for the additional relief requested.

Private Road – Blanchard Drive

Section 7.2.2 (Road System) of the Official Plan notes the following:

“New developments will have frontage on and access to a public road which is maintained on a year-round basis or to a private road which is developed and maintained to a standard acceptable to the Town. The Town will not be responsible in any way for the maintenance, upkeep or any other matter associated with the private road.”

Comment: the owner is proposing to repair sections of the private road (Blanchard Road) (See Appendix 2). Written authorization from the owner of the private road will be required as part of the site plan process.

Zoning By-law

The subject lands are currently zoned M1, General Employment in the Town's Zoning By-law, which does permit the proposed use (Public Storage). The following relief from Zoning By-law 2-2012, as amended, is also requested by the applicant to accommodate the development:

- a) Minimum landscape open space at 5%, whereby 20% is required for the M1 Zone;
- b) Minimum front yard setback at 1 ft. (.3 m), whereby 7.5 m is required in the M1 Zone;
- c) Minimum rear yard setback at 2 ft. (.6 m), whereby 10 m is required in the M1 Zone;
- d) Section 6.5 Accessory Uses, Buildings and Structures, V, VII and X shall not apply;
- e) A minimum of 5 parking spaces (including 1 space for persons with disabilities);
- f) No loading space shall be required for a Public Storage facility;
- g) Section 6.63 Waste Area Enclosures c) shall not apply;
- h) Section 6.41.2 h) shall not apply; and
- i) Section 6.41.2 i) shall not apply and the minimum aisle width between the two most easterly buildings is required to be 20 ft. (6 m).

Site Plan

The site plan drawing and elevations (attached as Appendix 3) prepared by the applicant's consultant details the proposed facility. The usual items have been depicted.

Conclusion

Zoning By-law Amendment

Under the Planning Act, when considering a Zoning By-law Amendment, Council has the following four alternatives when making its decision:

1. Alternative 1 - Refusal - should Council choose to refuse an application to amend a Zoning By-law, under Subsection 34(10.9) of the Planning Act, it is now required that a Notice of Refusal be issued, not later than 15 days after the day of the refusal, containing the prescribed information, to be given to:
 - (a) the person or public body that made the application;
 - (b) each person and public body that filed a written request to be notified of a refusal; and
 - (c) any prescribed person or public body.

As part of the required prescribed information, the Notice of Refusal must also now contain a written explanation for the refusal.

Comment - In this particular instance, the Applicant would have the option of appealing Council's decision to the Ontario Municipal Board. However, at the time of writing, the Town's Planner's opinion is that the Zoning By-law Amendment Application be approved.

2. Alternative 2 - Deferral - deferral of an application often occurs when further information or consultation is required, usually becoming apparent after the scheduled public meeting date has been set or after the planning report has been completed. Consequently, it is usually something that Administration will recommend either in the planning report or in lieu of the written recommendations. From Council's perspective, a deferral option is often considered should new issues arise at the public meeting or when Council feels that it requires further information in order to make an informed decision.

Comment - At the time of writing, no additional information or studies were deemed necessary.

3. Alternative 3 - Approve as modified or revised - this is an approach used where the planning review of the application or the consultation process reveals the need for mitigation measures or compromises. Often the planning report will recommend to approve the application, subject to certain modifications, conditions, etc., that are slightly different from what has been requested in the application. From Council's perspective it may also choose to approve the application, but also modify the approval to the recommendations as submitted.

Comment - In the Town's Planner's opinion, there are no modifications that would substantially improve the application.

4. Alternative 4 - Approval - the application is approved as submitted without modifications.

Based on the foregoing, the Town's Planner supports the zoning by-law amendment application, Alternative 4 Approval.

Site Plan Approval

Under the *Planning Act*, when considering a Site Plan Approval application, Council has the following four alternatives when making its decision:

1. Alternative 1 - Refusal – although there is no requirement in the *Planning Act* to do so, it would be good practice for Council to articulate its reasons for refusing this application.

Comment – the applicant can appeal a decision to refuse to the Ontario Municipal Board. At the time of writing, the Town's Planner's opinion is that the Site Plan Application be approved.

2. Alternative 2 - Deferral - deferral of an application often occurs when further information or consultation is required, usually becoming apparent after the scheduled Council meeting date has been set or after the planning report has been completed. Consequently, it is something that Administration will recommend either in the planning report or in lieu of the written recommendations. From Council's perspective, a deferral option is often considered should new issues arise at the Council meeting or when Council feels that it requires further information in order to make a decision.

Comment - At the time of writing, no additional information or studies were deemed necessary in order for Council to make a decision.

3. Alternative 3 - Approve as modified or revised - this is an approach often used where the planning review of the application or the consultation process reveals the need for mitigation measures or compromises. Often the planning report will recommend to approve the application, subject to certain modifications, conditions, etc., that are slightly different from what has been requested in the application.

From Council's perspective it may also choose to approve the application, but also modify the approval to the recommendations as submitted.

Comment – there are no revisions to the submitted plan which would substantially improve the proposal.

4. Alternative 4 - Approval - the application is approved as submitted without modifications.

On the basis of the foregoing analysis, the Town's Planner supports that the site plan application be approved as submitted (Alternative 4 – Approval).

OTHERS CONSULTED:

Internal departments and external agencies in accordance with *Planning Act* regulations.

FINANCIAL IMPACTS:

There are no adverse financial impacts resulting from the recommendations. An increase in assessment or tax revenue is expected as a result of the new business being located on the property.

Prepared by:

Kim Darroch, B.A., M.P.L., MCIP, RPP
Manager of Development Services

Reviewed by:

Steve Salmons,
Director of Community and
Development Services

Submitted by:

Tom Touralias, P. Eng, MBA
Chief Administrative Officer

The Manager of Development Services reviewed the application for Zoning By-law Amendment ZBA-10-2011 and Site Plan Control SPC-3-2011.

The Mayor inquired if there were any members of the public wanting to make representation on the application. There were no members of the public in attendance regarding the subject application.

Council posed some questions regarding the maintenance of the private road and access by the fire department. The Director of Engineering and Infrastructure Services advised that the businesses within the Blanchard Park area have indicated a desire to review a long term solution to the private road adjacent to the site.

The Manager of Development Services confirmed that the aisles for the storage site are larger than normal and noted that the access by the fire department was reviewed during the site plan process and is considered adequate.

Deputy Mayor Fazio moved and Councillor Deimer seconded:

That:

- 179-5-2016
1. ***Council approve Zoning By-law Amendment Application ZBA-10-2011 (By-law No. 47 -2016, Town of Lakeshore By-law 2-2012, as amended), to rezone a parcel, indicated as the "Subject Property" on the Key Map, Appendix 1, located at 472 Blanchard Drive, in the Town of Lakeshore, from "M1, General Employment" to "M1-5 General Employment, Exception 5 " which shall permit the following relief:***
 - a) ***Minimum landscape open space at 5%, whereby 20% is required for the M1 Zone;***
 - b) ***Minimum front yard setback at 1 ft (.3 m) whereby 7.5 m is required in the M1 Zone;***
 - c) ***Minimum rear yard setback at 2 ft (.6 m) whereby 10 m is required in the M1 Zone;***
 - d) ***Section 6.5 Accessory Uses, Buildings and Structures, V, Vii and X shall not apply;***
 - e) ***A minimum of 5 parking spaces (including 1 space for persons with disabilities);***
 - f) ***No loading space shall be required for a Public Storage facility;***
 - g) ***Section 6.63 Waste Area Enclosures c) shall not apply;***
 - h) ***Section 6.41.2 h) shall not apply; and***
 - i) ***Section 6.41.2 i) shall not apply and the minimum aisle width between the two most easterly buildings is required to be 20 ft (6 m).***
 2. ***Council approve Site Plan Application SPC-3-2011 to permit the construction of a new building(s) for a public storage facility totaling 5,731.93 m² or 61,700 ft² together with parking areas / loading areas and ancillary facilities, all on a 1.4 ha or 3.5 acre parcel of land, located at 472 Blanchard Drive, subject to the following conditions:***
 - a) ***the Owner/Developer enter into a Site Plan Agreement with the Town to provide for the installation, construction, and maintenance of driveways, parking areas, lighting, landscaping, grading, drainage, road improvements and any necessary service connections, easements and other items in accordance with approved drawings.***

3. The Mayor and Clerk be authorized, by, by-law # 48 - 2016, to execute the Site Plan Agreement.

Motion Carried Unanimously

7. PUBLIC PRESENTATIONS – AGENDA ITEMS

Public presentations will be allowed by individuals who want to address Council on any matters listed on the agenda. A maximum of four minutes shall be allocated for each public presentation. Any person wishing to make a public presentation shall make application to the Clerk by Noon on the day of the Council meeting. A written brief is encouraged and will be copied for Council.

8. CONSENT AGENDA

All items listed on the Consent Agenda shall be the subject of two motions. One motion to adopt the minutes and one motion to receive items listed on the Consent Agenda. Any member may ask for any item(s) included in the consent Agenda to be separated from that motion, whereupon the Consent Agenda without the separated item(s) shall be put and the separated item(s) shall be considered immediately thereafter.

- a) Regular Council Minutes of May 10, 2016

Councillor Monk moved and Councillor Wilder seconded:

That:

Council approve the Minutes of May 10, 2016 listed as Item 8a on the Consent Agenda dated May 24, 2016.

Motion Carried Unanimously

- b) Belle River-On the Lake BIA Board of Management Meeting Minutes of January 4, 2016
- c) Belle River-On the Lake BIA Board of Management Meeting Minutes of March 14, 2016
- d) City of Timmins – Support of Resolution Re: Regulate Fuel Prices in Ontario

Councillor Monk moved and Deputy Mayor Fazio seconded:

181-5-2016

That:

Council support the resolution circulated by the City of Timmins regarding petitioning the Government of Ontario to regulate fuel prices in Ontario to the levels that are affordable and profitable as in jurisdictions within Ontario.

Motion Carried Unanimously

- e) Town of Shelburne – Support of Resolution Re: Intensive Behaviour Intervention (IBI)
- f) Engineering and Infrastructure Services – Exercise Equipment in Parks

TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES
PUBLIC WORKS SERVICES

TO: Mayor and Members of Council

FROM: Chuck Chevalier, CRS
Manager, Public Works Services

DATE: May 11, 2016

SUBJECT: Exercise Equipment in Parks

RECOMMENDATIONS:

It is recommended that:

1. Council receive the attached report for information purposes.

BACKGROUND:

At the March 22, 2016 Council meeting, Council requested information concerning the exercise equipment along the pathway in Optimist Park that had been installed approximately four (4) years ago.

COMMENTS:

The equipment at Optimist Park was obtained in 2012 through a partnership with Season's Lakeshore, the Community Support Centre and the New Horizons grant from the Federal Government. The equipment was selected to be suitable for use by seniors and the final cost was approximately \$20,000 at the time of installation. Six (6) pieces of

equipment (see attached photos) were purchased and installed at the locations highlighted on the attached map.

If Council wishes to consider adding more of this type of equipment elsewhere in the Town of Lakeshore, administration recommends that this be considered within the context of the upcoming Parks Master Plan to determine where the optimum location for this type of equipment would be.

OTHERS CONSULTED:

Recreation Services was consulted in the preparation of this report.

BUDGET IMPACTS:

There are no budget impacts.

Prepared by:

Chuck Chevalier, C.R.S., Manager
Public Works Services Division

Reviewed by:

Nelson Cavacas, C.E.T.
Director, Engineering and
Infrastructure Services

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Councillor Bailey questioned the timeline for the Parks Master Plan. The Director of Community and Development Services noted that this item is contained under Item 11c) of the Agenda and advised that a site inventory will be started on July 19th and it is anticipated that the report will be brought forward to Council in December 2016.

g) Council Assignment/Monthly Tracking Report

Councillor McKinlay brought forward Issue #96-2015 and questioned whether it was intended to have three open houses for the ATV By-law. The Chief Administrative Officer responded that the direction given was not specific to the number of open houses and noted that the open house held at the Libro Centre was well attended and comments were gathered with a further report coming back to Council at a later date.

Councillor McKinlay brought forward Issue #12-2016 and questioned whether the By-law complaint response time can be shortened. The Chief Administrative Officer advised that a report will be brought back to Council providing information on the current status of the By-law Enforcement Division which will give Council an opportunity to determine what level of service they may want to implement.

Councillor Wilder questioned whether any further by-law enforcement has been implemented based on the monies allocated to the 2016 Budget. The Director of

Community and Development Services advised that monies have been allocated to by-law enforcement for grass complaints and further noted that a student has been employed for 2016 to track complaints and assist with reporting.

The Mayor questioned Issue #26-2016 and requested an update as to which meeting in June the report regarding process for performance review of the CAO will be brought forward. The Chief Administrative Officer responded that administration will make every attempt to bring the report forward as soon as possible.

h) Engineering and Infrastructure Services – Second Garbage Collection Service

TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES
ENVIRONMENTAL SERVICES DIVISION

TO: Mayor and Members of Council
FROM: Tony Francisco, Manager, Environmental Services Division
DATE: May 24, 2016
SUBJECT: Second Garbage Collection Service

RECOMMENDATIONS:

It is recommended that:

1. Council receive this report for information purposes.

BACKGROUND:

During the 2016 Budget meetings, there was some discussion regarding the cost of the service delivery of the second residential garbage pick-up per week for specific areas. Council requested Administration to review and provide information on this service.

COMMENTS:

All areas within the municipality receive one residential garbage collection per week, while a few areas receive two residential garbage collections per week, for three months only.

The areas receiving one additional weekly garbage collection during the months of June, July and August are the settlement areas in the communities of Comber, Stoney Point and Lighthouse Cove. The service areas with the second pick-up are noted as shaded areas of Area 3 on the garbage collection map which is attached for Council's reference.

In 2009, prior to tendering of the Municipal Waste Collection Service Contract, Council requested Administration to survey the residents regarding their interest in maintaining the level of service for second garbage collections per week.

The survey was mailed on August 17, 2009 out to 1511 properties who received the second pick-up. The results of this survey determined that 291 residents responded in favour of continuing to receive the second pick-up while 207 residents responded not wanting the second pick-up. The 498 replies received represented a 33% response rate of the total 1511 properties. The 291 of the 498 replies represented 58% of the property owners wishing to maintain the second pick-up service level. At that time, Council elected to maintain the second pick-up service.

The current 2016 annual rate for all residential properties receiving the standard one weekly garbage pick-up is \$78.25 and for the properties with the second weekly garbage pick-up are charged an additional \$21.61 annual rate for the second pick-up. This brings the total cost to the properties receiving the two weekly garbage collection through the months of June, July and August to \$99.86 for the year. These current rates are subject to be increased each year by the Consumer Price Index (CPI) in addition to other minor cost adjustments for items such as calendar preparation and white goods which would result in small nominal increases of less than a dollar per year.

The current Waste Collection contract with Windsor Disposal Services has an expiry date of December 31, 2019. As such, the second garbage pick-up forms part of the contractual obligation from Windsor Disposal Service. In light of this existing service contract, there may be potential financial implications in altering the contract with the deletion of any of the existing services such as the second waste pick up. However, these implications are unknown at this time and would involve negotiation discussions with the current service provider under contract with the Town.

Administration's recommendation to Council at this time is to not make any changes to the current Solid Waste Collection Contract and consider surveying the property owners again in 2019 on interest of continuing the service level of the second weekly garbage collection during the summer the months of June, July and August. However, if Council would like to direct administration to pursue this further the following is required:

1. Complete survey of all households currently receiving the second pick-up to confirm support level of continuing with this service. This will result in a mailing cost of \$1,200 which has not been budgeted for within the 2016 Budget.
2. If survey results determined a majority wanting to discontinue this service. Administration would contact the service provider to renegotiate the contract to confirm any potential the contract cost implications with the deletion of the second pick-up service and report back to Council.

OTHERS CONSULTED:

The Director of Finance was consulted in the preparation of this report.

FINANCIAL IMPACTS:

There are no financial impacts from the recommendation in this report.

Prepared by:

Tony Francisco, C. Tech, C.R.S-S
Manager, Environmental Services
Division

Reviewed by:

Nelson Cavacas, CET
Director, Engineering and Infrastructure
Services

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Councillor McKinlay requested confirmation on the cost to provide the second pick-up for garbage. The Director of Engineering and Infrastructure Services confirmed that the second pick-up is at a cost of \$21,061.00 and further noted that a survey process of the existing customer base will be considered prior to renewal of the agreement in 2019.

- i) Engineering and Infrastructure Services – Minutes of the Drainage Board – May 2, 2016

Councillor Diemer moved and Councillor McKinlay seconded:

That:

Council approve Item 8b through 8i as listed on the Consent Agenda dated May 24, 2016.

Motion Carried Unanimously

9. ANNOUNCEMENTS BY THE MAYOR

10. COMPLETION OF UNFINISHED BUSINESS FROM PREVIOUS MEETINGS

11. COMMUNITY AND DEVELOPMENT SERVICES

Report from administration re:

- a) Removal of Holding Symbol (File: ZBA-18-2016), Dave and Sue Nichols, 915 Markham Drive, Community of Lighthouse Cove

TOWN OF LAKESHORE
COMMUNITY AND DEVELOPMENT SERVICES
DEVELOPMENT SERVICES DIVISION

TO: Mayor and Members of Council

FROM: Kim Darroch, B.A.(Hons.), M.PL., MCIP, RPP
Manager of Development Services – Town Planner

DATE: May 9, 2016

SUBJECT: Removal of Holding Symbol (File: ZBA-18-2016), Dave and Sue Nichols,
915 Markham Drive, Community of Lighthouse Cove

RECOMMENDATION:

It is recommended that:

1. Council adopt By-law 51-2016 (ZBA-18-2016) to remove the Holding Symbol (h6) from 915 Markham Drive, from Residential Waterfront – Lake St. Clair, RW2 (h6) “Holding Zone”, to Residential Waterfront – Lake St. Clair, RW2 Zone.

BACKGROUND:

The subject property is located at 915 Markham Drive in the Community of Lighthouse Cove, Town of Lakeshore (See Appendix 1). The property owners have applied to have a holding symbol removed. The subject property is designated ‘Residential’ in the Town of Lakeshore Official Plan and is zoned RW2 (h6) (Residential Waterfront – Lake St. Clair, Holding, h6) in the Zoning By-law. The zone classification permits single detached dwellings and accessory uses when the holding symbol (h6) is removed by Council. Existing uses shall be the only uses permitted in the interim.

COMMENTS:

The Town’s Official Plan notes that the Town may place a holding symbol on a zone that prevents development from occurring until the Town is satisfied that certain conditions have been met. Specific actions or requirements for lifting the holding provision is set out in the Town of Lakeshore Zoning By-law. Once the conditions are met, a by-law removing the holding symbol can be passed by Council.

The Town of Lakeshore Official Plan outlines the criteria or holding provisions that may be included in the Town of Lakeshore Zoning By-law, provided that such criteria is in conformity with the Town of Lakeshore Official Plan. Section 5.5, Holding Zone (h) Provisions of the Town of Lakeshore Zoning By-law establishes the holding provisions, including the extent of permitted uses while the holding symbol (h) is in place and the conditions that must be satisfied for the removal of the holding symbol. The holding symbol placed on the subject property deals with adequate sewage disposal. The condition for removal of the holding symbol requires that adequate sewage disposal and the provision of other services has been accommodated.

The Chief Building Official (CBO) has completed a review of the septic system for this address, as this lot is considered to be an “infill lot”, on an existing open / public road (Markham Drive), with water services available.

OTHERS CONSULTED:

The CBO concurs with the recommendation in this report.

FINANCIAL IMPACTS:

There are no adverse financial budget impacts resulting from the recommendation. Some change in the assessed value of the subject lands for property tax purposes is anticipated.

Prepared by:

Kim Darroch, B.A., M.P.L., MCIP, RPP
Manager of Development Services

Reviewed by:

Steve Salmons
Director, Community & Development
Services

Submitted by:

Tom Touralias, P.Eng., MBA
Chief Administrative Officer

Deputy Mayor Fazio moved and Councillor McKinlay seconded:

That:

- 1. Council adopt By-law 51-2016 (ZBA-18-2016) to remove the Holding Symbol (h6) from 915 Markham Drive, from Residential Waterfront – Lake St. Clair, RW2 (h6) “Holding Zone”, to Residential Waterfront – Lake St. Clair, RW2 Zone.***

Motion Carried Unanimously

b) Cyanide Antidote Deployment

TOWN OF LAKESHORE
COMMUNITY SERVICES & DEVELOPMENT
FIRE SERVICES

TO: Mayor and Members of Council

FROM: Don Williamson, Fire Chief

DATE: May 24, 2016

SUBJECT: Cyanide Antidote Deployment

RECOMMENDATION:

It is recommended that:

1. Council approve the initial purchase and ongoing replacement of the Cyanide antidote.
2. Council give 3 readings to bylaw 54-2016 to authorize the mayor to sign the agreement.

BACKGROUND:

Fire fighters can be exposed to smoke and poisonous gases during emergency response operations. One of those exposures could include cyanide gas released by burning insulation, furniture coverings, carpets and plastics.

Exposure to cyanide can cause significant health risks to both customers and emergency responders. Quick administration of the antidote "Cyanokit" can limit the toxic effects of cyanide exposure.

The attached agreement between Windsor Regional Hospital, The County of Essex and the 8 regional municipalities will ensure that the antidote cost, distribution system and assigned responsibilities are in place to ensure prompt antidote availability.

COMMENTS:

Currently the antidote is only available at the hospital and can only be administered after patient arrival. The intent is to have 8 dosages of Cyanokit carried on EMS district chief vehicles across the region. They can be quickly dispatched to the location where cyanide poisoning has been diagnosed and apply the antidote before patient delivery to hospital.

Cyanide poisoning can cause general weakness, headache, confusion, anxiety, potential vomiting and nausea. Respiratory rates can become slow and gasping. Respiration may cease or become inadequate. If exposure is severe, collapse may be almost instantaneous followed by convulsions, unconsciousness and death.

Fire fighter protection through use of self-contained breathing apparatus should prevent exposure. Having the antidote available before hospital delivery may assist in the patient outcome.

The attached agreement identifies the responsibilities of all participating agencies.

OTHERS CONSULTED:

Steve Laforet – Deputy Fire Chief Windsor Fire & Rescue Services
Windsor/ Essex County Fire Chiefs
Jim Renick – Municipal Solicitor
Cheryl Horrobin, Director of Finance

FINANCIAL IMPACTS:

Lakeshore is responsible for the initial antidote kit cost of \$810. It will be purchased using the firefighting equipment line of the fire department operating budget.

Lakeshore is only responsible for their share of the cost to replace expired antidote (approximate shelf life: 36 months).

Any replacement cost for antidote used in the field will be covered by the hospital.

Prepared by:

Don Williamson
Fire Chief

Reviewed by:

Steve Salmons
Director of Community & Development
Services

Submitted by:

Tom Touralias, P.Eng., MBA
Chief Administrative Officer

Councillor Monk moved and Councillor Wilder seconded:

That:

- 1. Council approve the initial purchase and ongoing replacement of the Cyanide antidote.***

2. Council give 3 readings to bylaw 54-2016 to authorize the mayor to sign the agreement.

Motion Carried Unanimously

- c) Parks and Recreation Master Plan – Terms of Reference, Scope of Study, and Appointment of Consultant.

TOWN OF LAKESHORE
PARKS, AND RECREATION SERVICES

TO: Mayor and Members of Council

FROM: Nelson Cavacas, Director, Engineering and Infrastructure Services
Steve Salmons, Director, Community and Development Services

DATE: May 2, 2016

SUBJECT: Parks and Recreation Master Plan- Terms of Reference, Scope of Study, and Appointment of Consultant

RECOMMENDATION:

It is recommended that:

1. Council approve the Terms of Reference and Scope of Study identified in this report that will direct the appointed Consultant in the development and delivery of a Parks and Recreation Master Plan; and,
2. Council give three readings to By-law 57-2016 authorizing the Mayor and Clerk to execute a contract with Bezaire and Associates for a lump sum fee of \$108,757 (incl professional fees, disbursements for printing and mileage, and net HST), in a form satisfactory to the Town's Solicitor and Treasurer.

BACKGROUND:

Council approved \$125,000 in its 2016 Budget for a Parks and Recreation Master Plan.

In the spring of 2006, the Town of Lakeshore initiated the development of a multi-faceted Community Services Master Plan. This initiative was part of a comprehensive planning programme that included a Community Strategic Plan, Transportation Master Plan, Water/Waste Water Master Plan, New Official Plan, Economic Strategy and related activities.

The Community Services Master Plan was designed as a broad-based initiative with four key outcomes:

1. A parks and recreation inventory and resource assessments and analyses, followed by recommendations;
2. A Cultural Services Master Plan;
3. A Tourism Development Strategy;
4. A Multi-Use Recreation Complex Feasibility Study

An additional product from the Community Services Master Plan includes the Trails Master Plan.

The Final Community Services Master Plan Report was reviewed and adopted by Council in April 2008.

Since 2008, Lakeshore has made significant progress in achieving several components of its Community Services Master Plan. In particular, the Atlas Tube Centre has arguably exceeded any vision or expectation for a replacement of the old arenas on Rourke Line, while Tourism and Culture largely remain areas of opportunity.

Parks and Recreation have flourished with significant investments by Council: doubling of the beachfront, redevelopment of Lakeview Park, purchase and renovation of the marina, development of ten waterfront parkettes, reconstruction of the Millen site (Libro Community Centre and Library), expansion of trails, and of course, the arenas, gymnasium, library, community rooms, pools, tennis, trail, soccer, and basketball courts of the Atlas Tube Centre. The staff complement to service this expanded service has grown in both numbers and professionalism. Lakeshore is now a sports and recreation destination for both residents and visitors from across Essex County and Southern Ontario.

Lakeshore is also experiencing an expansion of both parkland and the number of parks. Demand for recreational use from soccer and baseball continues to grow year-after-year. Residents continue to request playground equipment installations at a rate that exceeds current budget provisions. At this point in time, Lakeshore does not have a tangible asset management plan in place for its parks nor recreation facilities. However, update to the tangible capital asset inventory and development of a comprehensive asset management plan, which will reflect, projections for improvement or replacement of parks and recreation assets, are part of the Asset Roadmap Initiative (ARMI) project currently underway. This information will be integrated into the Parks and Recreation Master Plan.

COMMENTS:

The purpose of a Parks and Recreation Master plan would be to build a stronger, healthier, and more vibrant Town by developing a 'community driven', 'community-owned' plan that will maximize the personal, social, environmental and economic benefits to every citizen of Lakeshore. It would also define what the Town will not do in recognition of limited and finite resources. This would provide long term planning guidelines, assign priorities and provide potential strategies for implementing recommendations in a sustainable manner.

Terms of Reference

The Consultant will be engaged with the following expectations:

- Enhance Lakeshore as an active and healthy community, both urban and rural
- Provide for the wise, efficient, and effective use of community assets and resources
- Provide for meaningful consultation with residents, ratepayers, and stakeholders (Be inclusive by providing accessible forums and formats).
- Develop strategies to promote economic sustainability for the parks infrastructure
- Identify and consult with community partners with an interest in working together to provide services to the community
- Identify potential changes to the provision of facilities and services
- Identify prioritized recommendations and identify a timeline based on current funding levels
- Identify increments of additional funding required for Council's consideration to fully implement the Master Plan in a multi-year funding strategy
- Within this framework, maximize open space, water access, and recreation opportunities for the residents of Lakeshore

Scope of Study

The Consultant will be expected to study, comment, and make recommendations on the following:

- Existing Conditions Inventory and Assessments
 - review and summarize past plans and studies
 - review existing asset conditions, maintenance standards, maintenance procedures and staffing levels
 - review compliance with CPTED principles (Crime Prevention Through Environmental Design)
 - review current level of service standards for sport fields, active and passive parks, and recreation facilities
 - review current space allocation policies (written or assumed)
 - identify key trends for parks and recreation which impact service delivery
 - identify existing sports tourism initiatives
 - identify current and anticipated legislation related to parks and recreation facility services including new public spaces accessibility guidelines.
 - Review current developer agreements for park conveyance
- Field Inventory
 - Undertake existing park inventory utilizing site visits, available mapping and records
 - Determine functional use of each park
 - Determine existing four season usage of each park
 - Review extent, nature and condition of trail systems, and connectivity between parks and open spaces

- Review extent, nature and condition of park lighting with regard to sport fields, community safety and vandalism
- Review extent and condition of existing tennis courts, basketball courts, volleyball courts, cricket pitches, splash pads and dog parks.
- Availability of parking and washroom facilities
- People and Groups
 - Identify existing and potential groups with an interest in becoming involved in community based facilities and programmes
 - Identify key stakeholders and extent of involvement with parks system and recreation programmes
 - Develop open house displays and on-line content utilizing the Town's website to engage the community in the Master Plan process
 - Use public open houses (3 or more sessions, across Lakeshore), stakeholder round tables, and on-line survey to identify the following-
 - Current level of satisfaction with parks and programmes
 - Current awareness of the extent of parks and programmes
 - Determine the level of need for new parks, trails, woodlots, etc.
 - Determine the level of interest in the protection of ecologically sensitive lands
 - Collect comments and suggestion with regard to park maintenance and condition
 - Collect suggestions and comments with regard to new facilities and programmes.
- Identification of Significant Opportunities and Constraints
 - Current demographics and socioeconomic conditions
 - Maintenance standards, procedures and staffing levels
 - Ecologically sensitive and provincially significant lands
 - Significant cultural opportunities
 - Community events and festivals
 - Public access to Lake St Clair
 - Marina/West Beach development and implementation
 - Key trends in outdoor parks
 - Level of Service Standards- Parks, Marina, Beach
 - 4 season strategy
 - Level of Service Standards- recreation facilities
 - Scalable age attractions
 - Space allocation policies
 - Sports tourism initiatives
 - Pertinent legislation
 - Extent of park vandalism
 - Developer's agreements
 - Community partners
 - Key stakeholders
 - Condition and nature of parks and recreation facilities

- Need for new parks and outdoor amenities
 - Park/ trail lighting
 - Connectivity between parks and trails, linkages with open spaces
 - A review of the cash in lieu fees and the parkland reserve fund (are the existing fees adequate- 1,200 urban lot and 600 rural lot).
- Key Issues and Range of Initiatives
 - Public Consultation on Draft Parks and Recreation Master Plan
 - Prepare draft plan with 5-10-10+ year scenarios
 - Present draft plan to Council for preliminary review
 - Prepare displays to educate community on the plan
 - Conduct 3 or more (across Lakeshore) stakeholder round table sessions to obtain comments and input on the draft plan
 - Assist staff with information for Town website
 - Assist with media releases for traditional and social media
 - Preparation of Final Deliverables
 - Collect and analyze data from stakeholder meetings and open houses
 - Revise plan as required
 - Prepare final plan for submission to Council, with financial projections based on current levels of funding, and incremental requirements for full implementation in a multi-year plan

Appointment of Consultant

Administration intends to appoint Bezaire and Associates as the Town's consultant to prepare a Parks and Recreation Master Plan for the Town of Lakeshore in recognition of their experience, expertise, familiarity with Lakeshore and surrounding communities. Direct appointment will also have the additional benefit of expediting the immediate launch of the much anticipated Parks and Recreation Master Plan process.

Paul and Gerry Bezaire have been preparing park designs in Windsor and Essex County for 34 years that includes expert ability in project management, community consultation, and master plans for community and regional parks. Most recently, they completed the new soccer fields at the Atlas Tube Centre, the Parks Master Plan for the Town of LaSalle, Leamington Trails System, Leamington Soccer Complex, Seacliff Park Master Plan, Tecumseh's McAuliffe Park Sportsfields, and worked with Landmark Engineers to update the Windsor Central Riverfront Plan. As well, they were commissioned to prepare a Master Site Plan for a proposed major sportsfield complex in Essex.

Their team is boosted through regular collaboration with Landmark Engineers (Dan Krutch), the firm that designed Lakeview Park and the new Jetty under design for West Beach.

Paul is a Professional Planner, and a Project Manager with experience in public consultation, and Gerry is Landscape Architect with particular experience in park design and infrastructure.

Schedule

It is anticipated that the inventory, public consultation and preparation of the Masterplan report will take approximately 27 weeks. However, a preliminary report outlining short term strategies will be available earlier to assist the Town in preparation of the 2017 budget.

	Stage	Duration	Due Date
	Appointment of Consultant- Bezaire and Associates		May 24
A.	Project Start-up – Establish Goals and Objectives - Submit Work Plan/Schedule for Approval	2 weeks	June 7
B.	Site Inventory – Assemble background data - Visit all sites/trails. Prepare Park Condition/Facilities Report for each park.	6 weeks	July 19
C.	Public Consultation I – Prepare Exhibits - Three locations + On-line – Prepare Report on Public Consultation I	3 weeks	Aug 9
D.	Analyze existing and proposed settlement areas for Park/Trail Needs. Review demographic projections.	1 week	Aug 16
E.	Comparison against Established Standards – Both facilities and Land Area – Establish hierarchy of Parks/Trails and long term needs.	2 weeks	Aug 30
F.	Prepare Snapshot Budget for Consideration During 2017 Budget Process	1 week	Sept 6
G.	Analyze capital requirements and establish budget	2 weeks	Sept 20
H.	Analyze needed repairs and establish budget	2 weeks	Oct 4
I.	Prepare 15 year Parks/Trails Development Plan with 5/10/15 yr milestones	4 weeks	Nov 1
J.	Public Consultation II – Three locations + On-line – Prepare Report on Public Consultation II	3 weeks	Nov 22
K.	Prepare Final Presentation to Council/Print Final Copies	1 week	Nov 29
		27 weeks	Council Dec 13/16

OTHERS CONSULTED:

- Town of LaSalle
- Bezaire and Associates
- Master Plan Steering Committee (Director of CDS, Director of EIS, Director of Finance, Manager of Development Services, Manager of Communication and

Strategic Initiatives, Manager of ATC, Recreation and Leisure, Manager of Public Works)

FINANCIAL IMPACTS:

Article 7(i) of 'Schedule B' (*Goods and Services Not Subject to this By-Law*) of the Purchasing By-Law (58-2010) exempts "consulting services" from the requirements of By-Law 58-2010. Administration is authorized to procure the required consulting services within budget. However, *Article 3.5* of the Purchasing By-Law does require Council approval for expenditures in excess of \$75,000.

Council approved \$125,000 in its 2016 Budget for a Parks and Recreation Master Plan. The proposed Consultant's fee of \$107,500 (plus HST) including disbursements for travel and printing. The proposed fee, and expense, are within the Council authorized budget.

Prepared by:

Nelson Cavacas
Director, EIS

Prepared by:

Steve Salmons, MBA
Director, CDS

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Councillor Wilder moved and Councillor McKinlay seconded:

That:

- 1. Council approve the Terms of Reference and Scope of Study identified in this report that will direct the appointed Consultant in the development and delivery of a Parks and Recreation Master Plan; and,***
- 2. Council authorize the Mayor and Clerk to execute a contract with Bezaire and Associates for a lump sum fee of \$108,757 (incl professional fees, disbursements for printing and mileage, and net HST), in a form satisfactory to the Town's Solicitor and Treasurer.***

Motion Carried Unanimously

- d) Community Policing Partnerships Program (Renewal), and Safer Communities – 1,000 Officers Program (Renewal)

TOWN OF LAKESHORE
COMMUNITY AND DEVELOPMENT SERVICES

TO: Mayor and Members of Council

FROM: Steve Salmons, Director

DATE: May 17, 2016

SUBJECT: Community Policing Partnerships Program (Renewal), and Safer Communities- 1000 Officers Program (Renewal)

RECOMMENDATION:

It is recommended that:

1. Council adopt By-law # 38-2016 being a By-law to authorize the Mayor and Clerk to sign the one year renewal (April 1, 2016- March 31, 2017) of the Community Policing Partnerships (CPP) Programme.
2. Council adopt By-law # 55-2016 being a By-law to authorize the Mayor and Clerk to sign the one year renewal (April 1, 2016- March 31, 2017) of the Safer Communities- 1000 Officers (1000 Officers) Programme.

BACKGROUND:

The Town of Lakeshore has funding agreements in place with the Province of Ontario to subsidize policing costs under the subject programmes. The amendments to these agreements provide for 1 year extensions to the existing agreements.

Each agreement amendment requires signatures of the Mayor and Clerk, an authorizing By-law and a copy of municipal insurance to be submitted with the agreement. The amendments to the agreements will cover the term April 1, 2016 to March 31, 2017.

COMMENTS:

The CPP Programme was established by the Province in 1998. The Town has previously received \$60,000.00 yearly (\$30,000.00 each for 2 officers). The 2 officers partially funded under this program fulfill specific roles as identified in the original agreements. Historically these were the *Street Crimes Unit Detective*, and the *Community Policing Officer*. However, under the new billing model, the two additional officers simply supplement the OPP complement to meet and/or exceed *adequacy standards* required by the Police Services Act.

The 1000 Officers Programme was established by the Ontario government to make Ontario communities safer by enhancing police visibility. The funding to each community (\$35,000 annually) was to increase police visibility through more 'officers on the street'.

However, the current billing model with the OPP no longer specifies a particular staff complement in Lakeshore, but provides a commitment to 'adequacy standards' as specified in the *Police Act*. Thus, staffing levels, and any particular mix of staff or specialties, are no longer relevant. The OPP has advised that they wish to continue to use the existing agreements as their reconciliation with the Province still requires them to demonstrate an enhanced level of staffing across Ontario. And so while Lakeshore will not be in a position to necessarily identify more (or fewer) officers because of this programme, it does benefit from the increased capacity afforded the OPP by these provincial programmes.

FINANCIAL IMPACTS:

The funding under these agreements will be disbursed in 2016/17 in accordance with the provincial fiscal year; however, as the grants will be earned within 2016, they will be accounted for in the 2016 fiscal year under the accrual basis of accounting.

The 2016 Budget – Police budget centre anticipates the maximum grant funding of \$95,000 under these two agreement amendments. The grant is the third and final year of the current programme. It is not clear if the grant, or similar, will be brought forward for 2017/18.

OTHERS CONSULTED:

Director of Finance

Prepared by:

Steve Salmons, MBA
Director of Community and
Development Services

Submitted by:

Tom Touralias, P.Eng., MBA
Chief Administrative Officer

Councillor Wilder moved and Councillor Bailey seconded:

That:

- 1. Council adopt By-law # 38-2016 being a By-law to authorize the Mayor and Clerk to sign the one year renewal (April 1, 2016-March 31, 2017) of the Community Policing Partnerships (CPP) Programme.***
- 2. Council adopt By-law # 55-2016 being a By-law to authorize the Mayor and Clerk to sign the one year renewal (April 1, 2016-March 31, 2017) of the Safer Communities- 1000 Officers (1000 Officers) Programme.***

Motion Carried Unanimously

12. ENGINEERING AND INFRASTRUCTURE SERVICES

Report from administration re:

- a) SP Belle River Wind LP – Road Use Agreement and Community Benefit Agreement

TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES
ENGINEERING SERVICES DIVISION

TO: Mayor and Members of Council

FROM: Tony DiCiocco, Manager, Engineering Services Division

DATE: May 17, 2016

SUBJECT: SP Belle River Wind LP- Road Use Agreement and Community Benefit Agreement

RECOMMENDATIONS:

It is recommended that:

1. The Mayor and Clerk be authorized by By-Law 44-2016 to sign the Road Use Agreement including the Community Benefit Agreement (Schedule G), Municipal Council Support Resolution (Schedule F), and all other attached schedules requiring signature between the Town of Lakeshore and SP Belle River Wind LP; and
2. The proceeds from the Community Benefit Agreement be held in the Community Benefit Reserve, for use in accordance with the Agreement.

BACKGROUND:

SP Belle River Wind LP, a partnership between Samsung and Pattern Energy, proposes to construct up to 41 commercial wind turbines (a 100 megawatt wind energy generation facility) known as the Belle River Wind Project in the Town of Lakeshore. Schedule 'A' of the attached proposed Road Use Agreement includes a plan which outlines the project boundary and identifies the proposed location of 46 potential wind turbine sites (a maximum of 41 will actually be used). A pole line system either above ground or below ground will also be needed throughout the project area within the public right of ways. While the map attached as Schedule 'A' shows the entire boundary area of the project, the construction area mapping will be refined to further delineate roads that will be used for the project construction.

In accordance with the Green Energy and Green Economy Act by the Government of Ontario, the wind turbine companies are exempt from the provisions of the Planning Act. However, a building permit from the Town of Lakeshore for each wind turbine will still be required. In addition, Renewable Energy Approval from the Province for this wind turbine project was received on January 13, 2016.

Under the Electricity Act, 1998, the proponent may exercise its rights as a transmitter or distributor of electricity to use certain portions of public highways for the purpose of constructing, operating and maintaining a pole/line system for the transportation of electricity within the highways. The Electricity Act also includes a provision whereby the proponent and the host Municipality will mutually agree on the extent and use of the highways. The attached proposed Road Use Agreement outlines the terms that have been mutually agreed to by the Town of Lakeshore and SP Belle River Wind LP after extensive negotiations.

COMMENTS:

Over the last several months in accordance with Council direction, Administration and the Town Solicitor have worked with SP Belle River Wind LP to negotiate a mutually

agreeable Road Use Agreement (see attached agreement). Highlights of the agreement include the following:

Term

1. The Road Use Agreement Term is for the life of the project and the Community Benefit Agreement Term is for twenty years, following Belle River Wind's (BRW) Commercial Operation Date for the Project. The Term of the Community Benefit Agreement is subject to reduction should the term of the BRW's Power Purchase Agreement (PPA) be reduced. However, should the PPA be extended and or BRW continue to operate, further negotiations would be required to obtain an extension or amendment to the Community Benefit Agreement.

Municipal Council Support Resolution (Schedule F)

2. SP Belle River Wind LP is seeking to update the support from the Town, through its Municipal Council, by passing the Support Resolution for this project. This wind project has been previously supported by the Town three times with the last being in 2014. While the project has evolved and the project is now moving forward to implementation, the updated support strengthens the project and provides continuity to all of the documentation on this project for SP Belle River Wind LP.

Community Benefit Agreement (Schedule G)

3. A Lump Sum contribution of up to \$2,000,000 payable within 60 days from the Commercial Operation Date for a maximum capacity 100MW installed project, by BRW. The \$2,000,000 lump sum contribution is subject to reduction on a prorated basis if the final installed capacity of the project is less than 100 MW. Administration understands that the maximum approval for the project is 100 MW, therefore, there is no opportunity to increase the annual contribution on that basis.

In addition, an annual contribution by BRW of \$200,000 from the commercial operation date for the 20 year term. These contributions will be pro-rated for the first and final years' of the agreement, to be paid 90 days following the Commercial Operation Date and each March 30 thereafter. This would result in a maximum of \$4,000,000 over the 20 year term.

The annual contributions are subject to reduction on a prorated basis if i) the term of the agreement changes (less than 20 years) and or ii) the final installed capacity of the project is less than 100 MW.

The community benefit contributions to the Town of Lakeshore shall be used for municipal projects such as roads and municipal servicing infrastructure, public recreation facilities, land stewardship initiatives, education and job training programs, and other community related activities sanctioned by the Community through approval by the Council of the Town of Lakeshore.

Building Permits

4. Council has previously set the building permit fees for wind turbines under the Tariff of Fees By-law #93-2015 at a 2016 rate of \$11,108 per turbine. The Belle River Wind Project would result in approximately \$455,428 in building permit fee revenue based on 41 turbines.

Development Charges

5. Council has previously set the development charge fees for wind turbines under the Development Charges By-law #46-2015 at a 2016 rate of \$6,039 per turbine. The Belle River Wind Project would result in approximately \$247,599 in development charge fee revenue based on 41 turbines.

Property Taxes

5. It is estimated that the Lakeshore portion of the property tax revenue for the 41 wind turbines will be \$54,600 per year, based on 2016 taxes for a similar property.

Road Use Agreement

6. BRW will pay an annual \$5,000 administration fee for the Road Use Agreement. This would result in \$100,000 dollars over the 20 years.
7. Securities in the form of a \$3,000,000 irrevocable letter of credit to cover the costs of any potential damages to municipal roads as a result of the project.
8. Liability insurance with a \$10,000,000 per occurrence limit of liability and the proponent will indemnify and save harmless the Town of Lakeshore from and against all claims, etc.
9. A decommissioning plan in the event that the wind turbines become idle and are no longer used to produce electricity.
10. A dispute resolution protocol for neighbours to use to inform the Operator (BRW) of any concerns about noise.
11. BRW will pay all costs for a geotechnical firm to complete preliminary and final highway condition reports to assist the parties in establishing the roads that have been damaged after the project installation is complete.
12. BRW will reimburse the costs and expenses for a consulting engineer to provide full time inspection of the roads during the installation of the project.
13. BRW will pay a field locate fee of \$1,000 per wind turbine to cover the administrative costs incurred by the municipality in determining the actual location of the pole/line system in the field.

14. The reimbursement of legal fees up to \$40,000 to cover the Town of Lakeshore costs expended for the legal review of the Road Use Agreement and the Community Benefit Agreement.
15. The proposed hydro collector pole/line system to be installed within the public right of ways is proposed by Belle River Wind to be a combination of underground cables requiring trenching and directional drilling under driveways for the majority and above ground wooden pole lines in areas where currently no above ground hydro pole lines currently exist.

During the negotiations of the Road Use Agreement Town staff have also been collaborating with Essex County staff regarding the details of the Belle River Wind Farm project implications that extend into along routes on County Roads. In particular the route of the transmission line that has raised concerns from residents along this route on County Road 31. Through these collaborative meetings and discussions, Belle River Wind has committed to the transmission line going underground along its entire length.

16. Future relocation costs of the hydro line system within the public right of way in the event of conflict with the location. Belle River Wind will pay 100 percent to relocate the infrastructure after the first five years. Lakeshore would be responsible for the costs to relocate if deemed necessary by the municipality within the first 5 years. Administration is satisfied with the low probability of this impact in the first five years. These relocations also do not supersede Drainage Act requirements where utility costs are assessed back to the Utility for any utility cost implications to future drainage works under the Act.

This process has helped to develop a comprehensive Road Use Agreement that ensures the preservation of the Town's infrastructure. Accordingly, administration recommends that the attached agreement, which has been mutually agreed to after extensive negotiations between the Town of Lakeshore and BRW, be executed by the Mayor and Clerk.

OTHERS CONSULTED:

The Director of Finance, the Manager of Public Works Services, the Town Solicitor and the Town of Lakeshore's Insurance Provider were consulted and concur with the recommendations.

FINANCIAL IMPACTS:

Financial impacts are discussed throughout this report in relation to various terms and conditions under the Agreement.

The following is a summary of the estimated fees, charges and contributions related to the Belle River Wind project over the life of the Road Use Agreement, assuming the full 100MW installed capacity and 20 year term:

Description	Unit Amount	Total Amount
<u>General Terms</u>		
Annual Administration Fee RUA	\$5,000	\$100,000
Building Permit Fees (41 turbines)	\$11,108	\$455,428
Development Charges (41 turbines)	\$6,039	\$247,599
Municipal Taxes (41 turbines)	\$54,600	\$1,092,000
Legal Costs	\$40,000	\$40,000
Road Condition Study (2 Reports)		\$110,000
Inspection Costs (Consultant) Hourly Rate	\$85.00	Full Cost
Field Utility Locate Fees	\$1,000	\$41,000
Sub-total General Terms		\$2,086,027
<u>Community Benefit (Schedule G)</u>		
Community Benefit Contribution Lump Sum Payment		\$2,000,000
Community Benefit Contribution Annual Payments	\$200,000	\$4,000,000
Sub-total Community Benefit		\$6,000,000
Combined Total		\$8,086,027

The preceding chart estimates total proceeds under the Road Use Agreement (including Schedule G – Community Benefit Agreement), based on 2016 rates. However, as noted above, the proceeds are subject to reductions should the full 41 turbines, 100MW installed capacity and or 20 year agreement term not be achieved. This is an important consideration when evaluating best use of these funds.

Council has recently approved the creation of a Community Benefit Reserve account for tracking and management of contributions under related agreements from wind turbine operators/companies. The use of the contributions will be in accordance with the respective agreements, which is generally for the benefit of residents in the municipality. Administration will make recommendations to Council for use of community benefit funds as part of the annual recommended budget.

The fees and charges received will be accounted for in accordance with normal business policies and practices of the municipality.

Prepared by:

Reviewed by:

Tony DiCiocco, C.E.T., Manager
Engineering Services Division

Nelson Cavacas, C.E. T.
Director, Engineering and
Infrastructure Services

Submitted by:

Tom Touralias, P.Eng., MBA
Chief Administrative Officer

The Director of Engineering and Infrastructure Services reviewed the components of the Road Use Agreement as well as the Community Benefit Agreement with Council, noting that the Road Use Agreement follows the same models used for previous wind projects that have been constructed in Lakeshore.

Members of Council posed various questions regarding the term of the agreement and the timing of the payments in relation to the project start time and completion. The Director of Engineering advised that the 20 year time frame will commence January 2017. The Solicitor advised that the Community Benefit Agreement is for a period of 20 years and advised that the Road Use Agreement does not end until the project is fully decommissioned.

Councillor Diemer expressed concern with the area that is included in the project, noting that Council did not support an area west of the Belle River Road. The Mayor advised that during the discussions with the proponent they have indicated that they may reconsider the installation of turbines west of the Belle River if they are able to accommodate the turbines needed within the envelop east of the Belle River.

Deputy Mayor Fazio moved and Councillor Wilder seconded:

That:

- 1. The Mayor and Clerk be authorized by By-Law 44-2016 to sign the Road Use Agreement including the Community Benefit Agreement (Schedule G), Municipal Council Support Resolution (Schedule F), and all other attached schedules requiring signature between the Town of Lakeshore and SP Belle River Wind LP; and***
- 2. The proceeds from the Community Benefit Agreement be held in the Community Benefit Reserve, for use in accordance with the Agreement***

Motion Carried

In Favour

Mayor Bain
Deputy Mayor Fazio
Councillor Wilder
Councillor Monk
Councillor McKinlay

Opposed

Councillor Diemer
Councillor Bailey

- b) Belle River Flood Control Project Update

TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES
PUBLIC WORKS SERVICES

TO: Mayor and Members of Council

FROM: Chuck Chevalier, CRS
Manager, Public Works Services

DATE: May 16, 2016

SUBJECT: Belle River Flood Control Project Update

RECOMMENDATIONS:

It is recommended that:

1. Council authorize payment of up to a maximum additional amount of \$4,000 to ERCA to fund 50% of the over-expenditure on the Belle River Flood Control project; and that it be charged to consulting expense in the Public Works 2016 Budget.

BACKGROUND:

At the February 10, 2015 Regular Council Meeting, the following resolution was passed:

“Council support the request from the Essex Region Conservation Authority (ERCA) regarding needed repairs to the Belle River Flood Control system in the amount of \$85,000 to be funded from taxation revenue.”

Subsequent to this, at the July 7, 2015 meeting, By-Law 58-2015 received three readings and was executed by the Clerk and the Mayor. This by-law provided for an agreement between ERCA and the Town of Lakeshore to proceed with the maintenance, repairs and upgrades of dyke, channel and shoreline protection works along designated sections of the Belle River Flood Control Project in the Town of Lakeshore.

COMMENTS:

Although the original timing for this work was projected for late summer/early fall of 2015, the actual tender was not released by ERCA until late October, with a closing date of November 6, 2015. The main reason for the delay was due to the fact that the work at the marina at 193 West River Street could not begin until this business closed for the season in late fall.

Following the ERCA's tender closing in November, the submitted low tender exceeded the budgeted amount by approximately \$90,000. At this point, ERCA along with the consultant, met with the low tenderer in an effort to review the scope of work and find potential cost savings.

The contract drawings were revised and the low tenderer was asked to submit an updated construction cost based on the revised scope of work. The new price was within the budgeted amount and the works finally proceeded in early to mid-February of 2016. Works were substantially completed prior to the required deadline date of March 15, 2016 imposed by Water Erosion Control Infrastructure (WECI).

The project cost resulted in a total budget exceedance of \$4,172 of which ERCA is seeking a 50% share. ERCA advised that the overage is a result of additional engineering work required to revise the scope of the project to match the available construction budget along with a few unforeseen extras during construction. It should also be noted that there are still some minor deficiencies remaining along with associated contract administration fees. For that reason, administration recommends approval of additional funds not to exceed \$4,000 for the Town's 50% share of final project costs.

Administration supports this request. The completed works ensure the long term integrity of the Belle River Flood Control system and the protection of those properties which would be impacted by high lake levels or windblown events.

In summary, administration continues to communicate with ERCA on the long term status of this flood control system as a shared responsibility through the tri-party agreements. Also considering the shared responsibility of the flood control system this infrastructure asset does not fit the criteria of a Tangible Capital Asset (TCA) as a solely owned asset by the Town. The tri-party agreements that are currently in place, whereby ERCA and the Town share funding while the property owner is required to allow access for maintenance, has been working well to facilitate the completion of required repairs and improvements on this infrastructure.

OTHERS CONSULTED:

The Director of Finance and the Manager of Engineering Services were consulted in the preparation of this report.

FINANCIAL IMPACTS:

The Belle River Flood Control Project was included in the 2015 Budget, Public Works Budget Centre as an operating expense of \$85,000. The full \$85,000 commitment was paid to ERCA as part of the 2015 reporting year.

There is no approved budget for this project in 2016; however administration recommends that 50% of the over expenditure up to a maximum of \$4,000 be charged to consulting expense in the Public Works Budget Centre.

Prepared by:

Chuck Chevalier, C.R.S., Manager
Public Works Services Division

Reviewed by:

Nelson Cavacas, C.E.T.
Director, Engineering and
Infrastructure Services

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Deputy Mayor Fazio moved and Councillor Wilder seconded:

That:

- 1. Council authorize payment of up to a maximum additional amount of \$4,000 to ERCA to fund 50% of the over-expenditure on the Belle River Flood Control project; and that it be charged to consulting expense in the Public Works 2016 Budget.***

Motion Carried Unanimously

- c) Request for Parking Exemption Extension

**TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES
PUBLIC WORKS SERVICES**

TO: Mayor and Members of Council

FROM: Chuck Chevalier, CRS
Manager, Public Works Services

DATE: May 11, 2016

SUBJECT: Request for Parking Exemption Extension

RECOMMENDATIONS:

It is recommended that:

1. Council grant a six (6) month extension to the temporary exemption to Parking By-Law 4-2006 for Integram Windsor Seating (IWS) to allow for parking on the south side of Advance Boulevard from the easternmost parking lot entrance westerly to the westernmost parking lot entrance until December 2, 2016.

BACKGROUND:

As noted in the attached letter dated May 11, 2016 from Integram Windsor Seating, administration was contacted recently by the Facilities and Compliance Officer of Integram Windsor Seating for an extension to the original Parking Exemption on Advance Boulevard granted by Council at the January 12, 2016 Regular Council meeting.

COMMENTS:

As noted, IWS has approached administration for an extension to the original parking exemption granted earlier this year. Currently, IWS is in preliminary discussions with administration on the requirements for the major expansion to their on-site parking facilities. However, there are inherent delays in this process, not the least of which is the requirement for five separate internal organizational reviews within the Magna Corporation prior to selecting a contractor to build this facility.

To date, IWS has rented parking space from the mall across from their plant, converted their BSR (bump/squeak/rattle) track into parking and staggered their production shifts. These measures have all contributed to help mitigate the parking demand. However, until the permanent solution has been built, the extension of the current parking extension is needed.

Administration has reviewed the request and is again satisfied that it can be accommodated under the circumstances. With a pavement width of approximately 10 meters, on-street parking should not affect two way traffic. And, as noted previously, there should be no adverse effect on local businesses since there is sufficient parking on-site for these entities.

OTHERS CONSULTED:

Integram Windsor Seating was consulted in the preparation of this report.

FINANCIAL IMPACTS:

There are no budget impacts resulting from the recommendation.

Prepared by:

Chuck Chevalier, C.R.S., Manager
Public Works Services Division

Reviewed by:

Nelson Cavacas, C.E.T.
Director, Engineering and
Infrastructure Services

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Councillor Wilder moved and Councillor Diemer seconded:

That:

- 1. Council grant a six (6) month extension to the temporary exemption to Parking By-Law 4-2006 for Integram Windsor Seating (IWS) to allow for parking on the south side of Advance Boulevard from the easternmost parking lot entrance westerly to the westernmost parking lot entrance until December 2, 2016.***

Motion Carried Unanimously

- d) Tender Award – Park Lane and Southwood Dr. Watermain Replacement and Road Resurfacing

TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES
ENVIRONMENTAL SERVICES DIVISION

TO: Mayor and Members of Council

FROM: Tony Francisco, Manager, Environmental Services Division

DATE: May 12, 2016

SUBJECT: Tender Award – Park Lane and Southwood Dr. Watermain Replacement and Road Resurfacing

RECOMMENDATION:

It is recommended that Council:

1. Award the tender for the Park Lane and Southwood Drive Watermain Replacement and Road Resurfacing project to D'Amore Construction Ltd in the amount of \$469,300.00 plus HST; and

2. Approve an over-expenditure in the Water Budget Centre not to exceed \$30,000 for completion of the above-noted watermain replacements.

BACKGROUND:

The above project was publicly advertised in the Windsor Star on April 23, 2016 and closed on May 6, 2016.

The following six (6) tenders (excluding HST) were received prior to tender closing and opened publicly at 12:05 p.m. on the same day.

Tenderer	Tendered Amount
D'AMORE CONSTRUCTION (2000) LTD	\$469,300.00
MAJOR CONSTRUCTION (2010) LTD	\$494,950.00
J&J LEPERA INFRASTRUCTURE INC	\$496, 000.00
SLR CONTRACTING GROUP INC	\$509, 894.00
NEVAN CONSTRUCTION	\$596, 025.00
JEFF SHEPLEY EXCAVATING	\$703, 480.00

Stantec Consulting Limited has reviewed the tenders and found them to be complete in all respects.

COMMENTS:

In preparing for tender of these works, Administration determined that the 2016 Budget request did not properly align projects between watermain replacement and road resurfacing. In addition, the budget cover notes for the Water Budget Centre indicated that a portion of watermain along Willowood Drive would be replaced; however, this note was included in error as the project was not included in the recommended budget figures.

A summary of the approved budget and the requested projects to be completed is as follows:

Approved in 2016 Budget	Revised Recommended Project
Water Budget Centre:	
Park Lane Watermain replacement	Park Lane and Southwood Drive Watermain replacements
Public Works Budget Centre:	
Parklane/Westwood/Southwood Road Resurfacing	Park Lane and Southwood Drive Road Resurfacing

The revised recommended project consists of the replacement of the existing 150mm cast iron watermain with a new 150 mm PVC watermain along Park Lane from West Belle River Road to Willowwood Road and Southwood Drive from Park Lane southerly 220m, and road resurfacing for these affected road segments of Park Lane and Southwood as shown on the attached map. These watermain are being replaced as a result of the poor condition of the old cast iron mains along with a history of high incidence of water main breaks.

Given that Southwood Drive watermain replacement was not approved in the 2016 budget, Administration opted to include the replacement of the identified section of watermain on Southwood Drive as a provisional item in the project tender considering the proximity to Park Lane watermain and potential budget availability to complete this work.

Administration is satisfied that D'Amore Construction has the required equipment and labour expertise to undertake this project. D'Amore Construction has successfully completed watermain projects in Lakeshore. Administration therefore recommends that Council award the above noted project to D'Amore Construction. The project will begin once the contractor has received confirmation in writing of the tender being awarded to them through an order to commence. It is anticipated that the project could commence construction before the end of May 2016 and be completed by the end of July 2016.

OTHERS CONSULTED:

The Director of Finance was consulted on the financial impacts of the project. The project Engineer (Stantec Consulting) was consulted and concurs with awarding the contract to D'Amore Construction.

FINANCIAL IMPACTS:

Under the revised recommended project, the scope has been increased to include additional watermain replacement work for the portion along Southwood Drive. Project scope has been reduced by eliminating road resurfacing along Westwood. That said, the funds approved in the 2016 budget have been applied to the revised recommended

project, Park Lane and Southwood Drive Watermain Replacement and Road Resurfacing, in the table below.

2016 BUDGET PROJECT (02.43.13124388)	2016 BUDGET	COST INCL. NET HST	VARIANCE UNDER/(OV ER)
PROJECT COST:			
CONSTRUCTION – WATERMAIN REPLACEMENT	\$400,000	\$345,000	
ENGINEERING FEES		\$65,000	
LEGAL SURVEY/OTHER		\$20,000	
SUBTOTAL WATER BUDGET CENTRE	\$400,000	\$430,000	(\$30,000)
CONSTRUCTION - ROAD RESURFACING	\$150,000	\$132,560	
ENGINEERING FEES		\$15,000	
SUBTOTAL PUBLIC WORKS BUDGET CENTRE	\$150,000	\$147,560	\$2,440
TOTAL 2016 PROJECT COST	\$550,000	\$577,560	(\$27,560)
PROJECT FUNDING:			
<u>PUBLIC WORKS BUDGET CENTRE</u> (ROADS LIFECYCLE RESERVE)	\$150,000	\$147,560	\$2,440
<u>WATER BUDGET CENTRE</u> PARKLANE WATERMAIN (WATER REVENUE)	\$400,000	\$430,000	(\$30,000)
TOTAL 2016 FUNDING	\$550,000	\$577,560	(\$27,560)

Administration has reviewed options for funding the shortfall in the water budget centre and notes that \$55,000 in funding approved for the CR42 Watermain Extension petition project will not be required as the petitioner has deposited the funds in advance of the project. Based on that pre-payment, and in consideration to the overall expected results for the Water budget centre, Administration expects the over-expenditure noted above to be managed within the approved budget for 2016.

As noted in the table above, the total cost for the recommended road and watermain projects is \$577,560; which includes a contingency allowance of \$30,000 plus net HST. It is recommended that Council proceed with the awarding of the tender, inclusive of the

provisional item for Southwood watermain replacement, under the revised recommended project scope.

Prepared by:

Tony Francisco, C. Tech, C.R.S-S
Manager, Environmental Services
Division

Reviewed by:

Nelson Cavacas, CET
Director, Engineering and Infrastructure
Services

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Deputy Mayor Fazio Fazio moved and Councillor Monk seconded:

That:

- 1. Council award the tender for the Park Lane and Southwood Drive Watermain Replacement and Road Resurfacing project to D'Amore Construction Ltd in the amount of \$469,300.00 plus HST; and***
- 2. Approve an over-expenditure in the Water Budget Centre not to exceed \$30,000 for completion of the above-noted watermain replacements.***

Motion Carried Unanimously

- e) Tender Award – Webbwood Drain Improvements

TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES

DRAINAGE DIVISION

TO: Mayor and Members of Council

FROM: Jill Fiorito, Drainage Superintendent

DATE: May 17, 2016

SUBJECT: Tender Award – Webbwood Drain Improvements

RECOMMENDATION:

It is recommended that:

1. Council award the Webbwood Drain project to Nevan Construction Inc. in the amount of \$535,325.00 plus HST.

BACKGROUND:

This drainage project construction was estimated at \$570,568.00 and in accordance with the Procurement By-law the tender was publicly advertised in the Windsor Star on Saturday, April 18, 2016.

The following eleven (11) tenders (excluding HST) were received prior to tender closing and opened publicly at 12:05 pm on April 29, 2016.

Contractor	Tender Amount (excl. HST)
NEVAN CONSTRUCTION INC.	\$535,325.00
RIVARD EXCAVATING LIMITED	\$587,854.63
SLR CONSTRUCTION LTD.	\$599,602.00
MAJOR CONSTRUCTION (2010) LTD.	\$606,405.00
SHEAROCK CONSTRUCTION GROUP INC.	\$610,636.00
AMICO INFRASTRUCTURE	\$679,100.00
CLARKE CONSTRUCTION	\$713,800.00
SHERWAY CONSTRUCTION	\$765,389.80
J.J LEPERA CONSTRUCTION	\$783,900.00
JEFF SHEPLEY EXCAVATING	\$789,334.50
MURRAY MILLS EXCAVATING	\$1,130,335.10

COMMENTS:

The lowest tender received was submitted by Nevan Construction Inc. in the amount of \$535,325.00 (excluding HST). Peralta Engineering reviewed the tender from Nevan Construction Inc. and found it to be accurate and free of any mathematical errors or omissions. The lowest bid is approximately 5.0% lower than the Engineer's construction estimate of \$570,568.00.

With respect to Nevan Construction, N.J. Peralta Engineering was involved with a "Prime Contractor Performance Report" at the request of the Town of Lakeshore in 2014. The project that was completed by Nevan Construction was on the Dawson

Municipal Drain which consisted of cleaning of an open municipal drain and the installation of a number of new access bridges which was completed in 2014. The evaluation graded Nevan Construction's overall performance as "**Below Standard**" on this project. This resulted in the outcome of Nevan Construction being removed from Lakeshore's pre-approved contractors list for a period of one year for all drainage works at that time.

The proposed Webbwood drainage improvements includes the enclosure of the existing open drain. The enclosure shall be constructed within the existing open drain alignment and consists of enclosure pipe, maintenance holes, offset catch basins and a shallow swale over the enclosure.

The owner of Nevan Construction Inc. has advised that since the completion of the above described project, they have made significant changes to their labour force. Most notably, Nevan Construction has replaced their Foreman and Supervisor. In addition, through discussion with Town staff and N.J Peralta Engineering, Nevan Construction has provided reassurance if awarded this contract, that the work on this project shall be completed in a timely and workmanlike manner. After speaking with Nevan Construction, they advised that they have not completed any municipal drainage projects for other municipalities since making changes in their labour force in the fall of 2015.

In 2014, Nevan Construction completed the St. Clair Road Pathway Phase 2 project for the Town of Lakeshore. The Manager of Public Works confirmed that their overall performance was satisfactory on this project.

The Engineer's report has included an allowance for \$19,200 to provide full time inspection on this project during the 4 weeks to complete construction. Nevan Construction shall be placed on notice regarding liquidated damages being pursued for any additional costs incurred by the Town resulting from their performance on completion of this project.

In addition, the Town has advised the contractor that they will be removed from the Town's accepted bidders list for any future Town projects if upon completion of the contractor's performance evaluation on the construction and workmanship of the completed project confirms unsatisfactory performance.

The schedule for construction referenced in the tender form anticipates commencement of the work as soon as practical. The Contractor is advised that no work shall be carried out in the existing drain during "no in-water works" timing window, from March 15th to June 30th and that the work shall be substantially completed by October 31, 2016.

OTHERS CONSULTED:

The Director of Finance was consulted on the financial impact for this report. In addition, the Town's appointed Drainage Engineer, N.J. Peralta Engineering Limited was consulted in preparation of this report and concurs with the recommendation.

FINANCIAL IMPACTS:

The following table summarizes the total project cost for the Webbwood Drain Improvements.

2016 PROJECT	2016 DRAINAGE REPORT BUDGET ESTIMATE	COST INCL. NET HST	VARIANCE UNDER/(OVE R)
PROJECT COST:			
CONSTRUCTION	\$570,582	\$ 544,747	
ENGINEERING FEES / TOTAL INCIDENTALS	\$141,636	\$ 144,130	
TOTAL 2016 COST	\$712,218	\$ 688,877	\$ 23,341
PROJECT FUNDING:			
RATEPAYERS ASSMT	\$537,218	\$ 517,731	\$ 19,487
TOWN OF LAKESHORE ROAD AUTHORITY ASSMT	\$175,000	\$ 168,652	\$ 6,348
TOTAL 2016 FUNDING	\$712,218	\$ 686,383	\$ 23,341

At the time of 2016 budget considerations, administration established the project budget estimate at \$175,000.00 for the Town's road share of the project costs. As shown in table above the total project cost including the engineering with the lowest bid is below the approved 2016 project budget.

The Webbwood Drain Improvements project shall be funded through recoveries under the Municipal Drainage Act to benefiting properties and Town of Lakeshore for their share of the road assessment portion.

Prepared by:

Jill Fiorito, A.M.C.T.
Drainage Superintendent

Reviewed by:

Nelson Cavacas, C.E.T
Director of Engineering and Infrastructure
Services

Submitted by:

Tom Touralias. P.Eng, M.B.A
Chief Administrative Officer

Councillor Wilder moved and Councillor Diemer seconded:

That:

- 1. Council award the Webbwood Drain project to Nevan Construction Inc. in the amount of \$535,325.00 plus HST.***

Motion Carried Unanimously

f) Union Gas Panhandle Reinforcement Project

TOWN OF LAKESHORE
ENGINEERING AND INFRASTRUCTURE SERVICES

TO: Mayor and Members of Council
FROM: Nelson Cavacas, Director of Engineering and Infrastructure Services
DATE: May 24, 2016
SUBJECT: Union Gas Panhandle Reinforcement Project

RECOMMENDATION:

It is recommended that:

Council support the Union Gas Panhandle Reinforcement Project and direct administration to prepare a letter of support to accompany the Ontario Energy Board application.

BACKGROUND:

Union Gas is proposing to increase capacity of the panhandle natural gas transmission system which serves residential and business customers in Windsor-Essex, Chatham-Kent and surrounding area. Union gas advises that the reinforcement will meet the growing need to provide firm natural gas services in Southwestern Ontario and is a key driver for economic development in the aforementioned areas. The proposed project includes removing an existing 16 inch diameter pipeline and replacing it with a new 36 inch diameter pipeline over 41 kilometers in length. A copy of the project map is attached to this report.

COMMENTS:

Union Gas is seeking support from the Town of Lakeshore and is requesting a letter of support from the municipality to include with the Ontario Energy Board application which they will be submit on June 4, 2016. If approved the construction is targeted to commence in 2017.

OTHERS CONSULTED:

There were no members of staff consulted during the preparation of this report. Support letters from the County of Essex, Municipalities of Leamington and Chatham-Kent and the Township of Dawn-Euphemia are attached for reference.

FINANCIAL IMPACTS:

There are no financial impacts resulting from the recommendations.

Prepared by:

Nelson Cavacas, C.E.T.
Director of Engineering
and Infrastructure Services

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Deputy Mayor Fazio moved and Councillor Bailey seconded:

That:

Council support the Union Gas Panhandle Reinforcement Project and direct administration to prepare a letter of support to accompany the Ontario Energy Board application.

Motion Carried Unanimously

13. FINANCE SERVICES

Report from administration re:

- a) Financing of Drainage Construction and Municipal Act Capital Charges for Watermain Extensions amending Drainage Debenture Policy #FN-222

TOWN OF LAKESHORE
FINANCE SERVICES

TO: Mayor and Members of Council

FROM: Cheryl Horrobin, Director of Finance

DATE: May 16, 2016

SUBJECT: Financing of Drainage Construction and Municipal Act Capital Charges for Watermain Extensions amending Drainage Debenture Policy #FN-222

RECOMMENDATION:

It is recommended that Council:

1. Approve and adopt Policy #FN222 – Financing of Drainage Construction and Municipal Act Capital Charges for Watermain Extensions (formerly “Drainage Debenture”) as amended and attached to the May 16, 2016 report from the Director of Finance; and
2. That Policy #FN222 be applied and effective for Drainage Construction and Municipal Act Capital Charges for Watermain Extension projects where By-laws providing financing options have not yet been adopted.

BACKGROUND:

Drainage Debenture Policy #FN-222, as currently written, identifies the criteria for the Town of Lakeshore to issue debentures for drainage works within the municipal boundaries.

This policy requires annual reporting to Council for interest rate approval. Further it sets debenture threshold, term and repayment parameters.

Drainage debentures do not support municipal capital infrastructure, but rather, cause the municipality to act as agent (or effectively ‘the bank’) for granting credit to property owners opting to finance drainage construction improvements through the Town.

Despite the foregoing, it is notable that these debentures form part of the municipality’s debt. As such, drainage debentures are included under the Annual Repayment Limit calculated by the Ministry of Municipal Affairs and Housing (MMAH) to determine how much additional debt the municipality can take on for municipal purposes.

The Town of Lakeshore has also historically offered financing to property owners for costs of watermain extension projects; however, approvals of such were by project specific By-law only and not covered under council policy.

COMMENTS:

Administration has reviewed Drainage Debenture Policy FN-222 (the policy) and recommends that the current policy be amended, subject to remaining valid for the purpose of completing all drainage construction projects under by-laws adopted prior to the date this policy is amended.

Administration is recommending amended policy to streamline administrative processing demands, to include financing for watermain extension projects and to revisit the various criteria for extending financing. Highlights of the changes are as below.

Eligible properties and parties:

Subsection 2.1.2 has been updated to exclude development projects. This change aligns the policy with Council direction by their resolution in 2007 and operational practice since that time.

Eligible Value for financing:

Section 3.1 of the amended policy sets the value per property eligible for financing at amounts over \$2,000. This is an increase from amounts over \$750 under existing policy.

Interest Rate Structure established:

In reviewing the policy, Administration consulted with other local municipalities that administer a significant amount of drainage construction. In addition, Administration has learned that effective November 21, 2012 Ontario prescribed an interest rate structure for debentures related to Drainage Act works under Ontario Regulation 381/12 – “Forms” under the Drainage Act. The wording is not in the regulation itself, but is found in Form 5, where it is specified that debentures “...shall bear interest at a rate not higher than 2% more than the municipal lending rates as posted by Infrastructure Ontario on the date of sale of such debentures.” This limitation was set despite Ontario continuing to apply a rate of 6% for Tile Loans, and was not widely known by neighbouring municipalities until recently. That said, debentures issued by Town of Lakeshore appear to be in compliance with the regulation.

On the basis of the above, Section 3.5 of the amended policy establishes the interest rate structure as outlined above. The Director of Finance will set the interest rate based on the policy at the time of issuance. This eliminates the need to report to Council annually for establishment of the debenture interest rate.

Term:

For drainage debentures, most neighbouring municipalities offer financing terms of 5 years or less. This is consistent with Lakeshore’s current policy. However, Drainage

By-laws have been adopted including an option to finance costs of \$5,000 or more over 10 years.

Section 3.8 of the Policy has been added to allow for a debenture term of 10 years, where the net cost charged to the property exceeds \$10,000.

Property owners have various options for financing or funding their respective cost share of drainage construction and watermain extension works. Such options include full payment at the time of invoicing, personal financing privately held or directly with a lending institution, or financing through the Town in accordance with this policy. As noted above, financing through the Town results in municipal debt obligations that are considered part of the Town's debt level in determining the Annual Repayment Limit.

As a result of the above considerations, Administration is recommending that policy amendments for Financing of Drainage Construction and Watermain Extensions through Municipal Act Capital Charges be adopted.

OTHERS CONSULTED:

Municipality of Chatham-Kent, Municipality of Leamington, and Town of Lakeshore Director of EIS and Drainage Superintendent were consulted.

FINANCIAL IMPACTS:

As noted above, there are existing By-laws for certain Drainage Construction projects that have been approved inclusive of financing terms and options. As such, financing for those projects will be offered in accordance with those approved terms. The amended policy will be applied to Drainage Construction projects not under such By-laws and for watermain extension projects effective upon approval of the policy as amended.

Prepared by:

Cheryl Horrobin, CPA, CA
Director of Finance

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Councillor Wilder suggested that the policy for the financing of drainage construction should remain the same noting the financial limitations that some of the property owners may have in order to pay for drainage construction. The Director of Finance reviewed the recommendations and advised that a written policy is needed to confirm the interest rate to be applied to the debentures for Watermain Extensions and Drainage Construction..

Councillor Wilder moved and Councillor Janisse seconded:

That:

193-5-2016

- 1. Approve and adopt Policy #FN222 – Financing of Drainage Construction and Municipal Act Capital Charges for Watermain Extensions (formerly “Drainage Debenture”) as amended and maintain the value per property eligible for financing at \$750 and reflect that the interest rate for debentures will be set at a rate established by Infrastructure Ontario at the time of debenture.***
- 2. That Policy #FN222 be applied and effective for Drainage Construction and Municipal Act Capital Charges for Watermain Extension projects where By-laws providing financing options have not yet been adopted.***

In Favour

Mayor Bain
Councillor Wilder
Councillor Monk
Councillor Diemer
Councillor McKinlay

Opposed

Deputy Mayor Fazio
Councillor Bailey

Motion Carried

- b) Belle River Marina – “Wireless Hotspot” Internet Options

TOWN OF LAKESHORE
FINANCE SERVICES
IT DIVISION

TO: Mayor and Members of Council

FROM: Patrick Girard, Manager of IT

DATE: May 13, 2016

SUBJECT: Belle River Marina – 'Wireless Hotspot' Internet Options

RECOMMENDATION:

It is recommended that Council:

1. Direct Administration to liaise with Gosfield North Communications on implementation of an improved internet service level at the Belle River Marina including:
 - a. Provision of free Wi-Fi Hotspot service to Marina users for 'light' usage such as browsing websites and accessing social media; and

- b. Offering user-pay service access through Gosfield North Communications on a subscriber basis that would provide 'full' access including streaming services; and
2. That Administration be directed to include the cost for supply and installation of the technology infrastructure to support provision of this service in the 2017 Budget for consideration.

BACKGROUND:

At their meeting of April 26, 2016, Council considered a report from the Director of Community and Development Services that provided information on Wi-Fi access for customers at the Belle River Marina (Marina). As a result, Council directed Administration to bring a report back on Wi-Fi access options.

This report is further to Council's direction and provides options for providing an increased level of 'Wireless Hotspot' services to customers of the Marina and immediate area.

COMMENTS:

In reviewing internet service options, Council is reminded that Marina customers have an option to use their own mobile internet service to create a personal hotspot for private access to internet over their phone, and under their own data plans. Other options include a specific SIM card or 'rocket stick' plugged into their phones that would provide prepaid wireless access to internet. Under these options, the user can readily access internet services without involvement or intervention by the Town of Lakeshore. These options were highlighted in the report considered by Council at their regular meeting of April 26, 2016.

As Council has requested a further report on Wi-Fi access options, Administration has further consulted with local ISP (Internet Service Providers) to learn about options under their existing and or planned technology infrastructure within the Town of Lakeshore, and specifically in the area of the Marina.

The majority of ISPs contacted are unable or unwilling to increase the level of service in the area of the marina in the foreseeable future. The exception is Gosfield North Communications (GosfieldTel). GosfieldTel is currently improving their service and are expanding services into the Belle River community area, including the area of Lakeview Park and the adjacent Marina.

With the possibility of GosfieldTel service improvements in the near term, Administration sees the following two options for Council's consideration.

Option 1 - Improving Service at the Marina using an Internet Service Provider

GosfieldTel is willing to expand their service at a cost of \$35,000 estimated (see Financial Impacts section of this report for details), to bring fiber Internet service with additional Wireless Access Points and a 'Wireless Hotspot' Solution to the Lakeview Park and Marina area. GosfieldTel has requested that the Town of Lakeshore agree to display some advertising of their service in area of the Marina and Lakeview Park, which would support the service level through customer awareness.

This 'Wireless Hotspot' model would be a hybrid solution offering both a free and user-pay subscription service. The free service would be a 'Wi-Fi light' service that allows users to go on-line, browse websites and social media, but not stream music or video (e.g. no access to 'Netflix' type services).

The user-pay service, which may appeal to some Marina customers, would allow a subscriber to have a residential-like wireless service for their vessel on a cost per month basis. This 'full service' would be able to do everything mentioned in the free service with added streaming services, such as 'Netflix' type services.

Advantages of this option are as follows:

1. network and services are provided directly by the ISP
2. no monthly Internet cost to the Town of Lakeshore
3. maintenance of user-pay subscriber accounts and services for services beyond the free Hotspot would be done directly through and by the ISP
4. Increased Wi-Fi capacity and service for users of the system, with free and user-pay options depending on the level of service sought

Disadvantages of this option include:

1. Implementation is dependent on GosfieldTel construction timeline; however, they are projecting the end of June 2016.
2. Cost of initial technology infrastructure is not included in the 2016 Budget
3. Cost of ongoing maintenance and renewal of technology infrastructure will have future and ongoing budget impacts

Option 2 – Improving Service at the Marina using Wireless Technologies

This option uses wireless point to point technologies to extend an ISP service from another Municipally-owned site, such as Town Hall that due to location can get a higher speed internet connection. The objective would be to bring a separate dedicated high speed internet service from another facility and carry the signal via wireless radios to the marina. The estimated cost of this project would be \$26,000 plus ongoing increased costs to the Town for monthly Internet service fees for the marina. (See Financial Impacts section for details)

Advantage of this option is as follows:

1. Additional access points provided to support more users accessing the Internet at the Marina; this service would be at the “Wi-Fi light” level described above

Disadvantages of this option include:

1. Internet access improvements would be limited to the immediate Marina area, excluding the adjacent Lakeview Park area
2. Ongoing monthly cost to the Town of Lakeshore for additional internet services; which have not been included in the 2016 Budget or Marina Fee Structure
3. Initial, maintenance and renewal costs to the Town of Lakeshore for additional network equipment to support streaming services (e.g. Netflix); which limit service to “Wi-Fi light” level in order to support access by more Marina customers
4. Would not meet service-level demands of Marina customers who desire access to full internet service level, as only browsing of internet sites and social media would be available.
5. Possibility of customer service disruption is greater under this option placing greater demand on municipal support staff for maintenance of this service

Administration has not been able to locate any previous Council direction outlining parameters for the inception, deployment and maintenance of a ‘Hotspot’ Wi-Fi service at the Marina, and or the service level expectations associated with it. Based on the technology implemented, it appears the design was to allow for a few users to access the Internet while visiting the area for a short duration.

The options under this report are provided to assist Council in determining appropriate direction to address changing customer utilization trends and expectations for access to internet services at the Marina, and possibly the adjacent Lakeview Park.

OTHERS CONSULTED:

Internet Service Providers: Rob Petruk, CEO – Gosfield North Communications, Bell Canada, Cogeco, MNSI, GoVital, WaveDirect

Director of Community and Development Services

FINANCIAL IMPACTS:

The following table outlines costs that would be incurred by the Town of Lakeshore under Options 1 and 2.

Option 1 - Estimated cost for GosfieldTel Wireless Hotspot	
Fiber cable installation from Marina to GosfieldTel hub	\$15,000
(6) Wireless Access Points	\$15,000
Additional Network Equipment (switches, pedestals)	\$5,000
Monthly Service Fee from ISP	\$0
Estimated Total Cost – Option 1	\$35,000
Option 2 - Estimated cost for Wireless Technology maintained by the Town of Lakeshore	
Installation of Wireless Point to Point Links	\$10,000
(4) Wireless Access Points	\$6,000
Additional Network Equipment (switches, controllers)	\$10,000
Subtotal – up front cost	\$26,000
Monthly Service Fee from ISP (ongoing cost)	\$3,000
	\$29,000

Overall, it is Administration's opinion that Option 1 utilizing an ISP to provide Wi-Fi service the Marina and Lakeview Park area is the preferred option, if Council's direction is to provide an improved level of internet service through Town of Lakeshore. This option increases consistency and reliability of internet access for all Marina customers based on 'light' service usage, facilitates user-pay access for those customers seeking full internet services, and minimizes the cost and staff resourcing impacts to the Town.

As noted above, the earliest timing for GosfieldTel to be in a position to provide the Wi-Fi Hotspot service at the Marina is end of June 2016. Based on that, the service enhancements would not be available for most of the 2016 Marina season.

Further, as noted above, the 2016 Budget does not include any funding to facilitate enhancement of internet service at the Marina this year.

As such, Administration recommends that Option 1 costs be included in the recommended 2017 Budget for Council consideration.

Prepared by:

Patrick Girard
Manager of Information Technology

Reviewed by:

Cheryl Horrobin, CPA, CA
Director of Finance

Submitted by:

Tom Touralias, P. Eng., MBA
Chief Administrative Officer

Councillor Bailey questioned whether the customer needs for internet service at the Belle River Marina could be part of the Parks Master Plan review and further suggested that the question of offering internet service in other park areas within the Town of Lakeshore should also be a question that is asked during the Parks Master Plan survey.

Councillor Diemer moved and Councillor Bailey seconded:

That:

1. Council direct Administration to liaise with Gosfield North Communications on implementation of an improved internet service level at the Belle River Marina including:

a. Provision of free Wi-Fi Hotspot service to Marina users for 'light' usage such as browsing websites and accessing social media; and

b. Offering user-pay service access through Gosfield North Communications on a subscriber basis that would provide 'full' access including streaming services; and

3. That Administration be directed to include the cost for supply and installation of the technology infrastructure to support provision of this service in the 2017 Budget for consideration.

Motion Carried

In Favour

Mayor Bain
Deputy Mayor Fazio
Councillor Monk
Councillor Diemer

Opposed

Councillor Wilder
Councillor Bailey
Councillor McKinlay

14. CHIEF ADMINISTRATIVE OFFICER

15. REPORTS FROM COUNCIL IN CLOSED SESSION

16. REPORTS FROM COUNTY COUNCIL REPRESENTATIVES

17. NOTICE OF MOTION

18. QUESTION PERIOD

Members shall be governed by the following rules:

- a) Each member shall be limited to 3 minutes
- b) Questions shall be of general municipal concern, which may require a report from administration and do not require public consultation
- c) Matters raised in question period shall not be debated
- d) A motion of council is required for all administrative reports to Council
- e) Administration will track council questions on the council tracking report
- f) The chair may not allow a question in question period that should more properly be addressed to administration during regular business hours.

Councillor Diemer requested an update with respect to the Siefker property and the By-law enforcement. The Director of Community and Development Services advised that the next trial date is set for June 13, 2016 and confirmed that the matter is before the courts.

Councillor McKinlay questioned the list of projects that the community benefits funds may be applied to. The Director of Finance advised that a report will be brought forward to Council regarding the reserves and funds at which time Council can prescribe parameters for the use of funds.

Councillor McKinlay brought forward a concern regarding a family of foxes that are habitating the cemetery on the east side of Stoney Point. It was recommended to Councillor McKinlay that contact with the Ministry of Natural Resources could be made by the property owner.

Councillor Wilder requested an update on what the 2016 budget allocation funds for By-law Enforcement is being used for. The Director of Community and Development Services confirmed that the funds are being used to employ a student to assist the division.

Councillor Wilder suggested that information be obtained from the Manager of Human Resources regarding incorporating an evaluation criteria for job applicants who are residents of Lakeshore. The Chief Administrative Officer and the Director of Development Services advised that based on the Superior Court of Canada decision, it is against the Human Rights Code to establish a rating criteria for the hiring of employees based on residency.

Deputy Mayor Fazio questioned whether the town would be undertaking any initiative to offer financial support for the Fort McMurray fire. The Mayor advised that County Council has forwarded funds to assist Fort McMurray and suggested that individual donations should be considered by members of Council and the public.

19. NON-AGENDA BUSINESS

Matters of a minor and urgent nature that require a Council decision may be brought forward by a member of Council under Non-Agenda Business.

20. READING OF BY-LAWS

i) Drainage By-laws

Councillor McKinlay moved and Councillor Monk seconded:

That By-law 37-2016, 41-2016 and 42-2016 be read a first and second time and provisionally adopted this 24th day of May, 2016

Motion Carried Unanimously

Deputy Mayor Fazio moved and Councillor Wilder seconded:

That By-law 22-2016 be read a first, second and third time and finally adopted this 24th day of May, 2016.

Motion Carried Unanimously

- a) By-law 22-2016, being a By-law to provide for the repair and improvement to the Elmgrove Drive Drain.
- b) By-law 37-2016, being a By-law to provide for Bridges over the Renaud Line Drain.
- c) By-law 41-2016, being a By-law to provide for Ruscom River Outlet #5
- d) By-law 42-2016, being a By-law to provide for Ruscom River Outlet #6

ii) General By-laws

Deputy Mayor Fazio moved and Councillor Bailey seconded:

That By-law 38-2016, 47-2016, 48-2016, 49-2016, 51-2016, 52-2016, 53-2016, 54-2016, 55-2016, 56-2016 and 57-2016 be read a first, second and third time and finally adopted this 24th day of May, 2016.

Motion Carried Unanimously

Deputy Mayor Fazio moved and Councillor Monk seconded:

That By-law 44-2016 be read a first, second and third time and finally adopted this 24th day of May, 2016.

Motion Carried

In Favour

Mayor Bain
Deputy Mayor Fazio
Councillor Wilder
Councillor Monk
Councillor McKinlay

Opposed

Councillor Diemer
Councillor Bailey

- a) By-law 38-2016, being a By-law to authorize the execution of the Community Policing Partnerships Renewal Agreement between Ministry of Community Safety and Correctional Services of Ontario and The Corporation of the Town of Lakeshore and Lakeshore Police Services Board.
- b) By-law 44-2016, being a By-law to authorize the execution of a Community Benefit Agreement and Municipal Council Support Resolution between SP Belle River Wind LP and the Corporation of the Town of Lakeshore.
- c) By-law 47-2016, being a By-law to amend By-law No. 2-2012, Zoning By-law for the Town of Lakeshore (ZBA-10-2011) – Guardian Storage
- d) By-law 49-2016, being a By-law to amend By-law No. 2-2015, Zoning By-law for the Town of Lakeshore (ZBA-10-2016) - Dorner
- e) By-law 51-2016, being a By-law to amend By-law No. 2-2015, Zoning By-law for the Town of Lakeshore (ZBA-18-2016) - Nichols
- f) By-law 52-2016, being a By-law to amend By-law No. 2-2012, Zoning By-law for the Town of Lakeshore (ZBA-17-2016) – Demarse, Priscak
- g) By-law 53-2016, being A By-law to authorize the execution of a sanitary sewer connection agreement with Michael Charles Demarse and Donna Marie Priscak (5775 Tecumseh Road – ZBA-17-2016).
- h) By-law 54-2016, being a By-law to authorize the execution of an agreement between Windsor Regional Hospital and The Corporation of the Town of Lakeshore.
- i) By-law 55-2016, being a By-law to authorize the execution of an amending agreement for the Safer Communities – 1,000 Officer Partnership Program between Ministry of Community Safety and Correctional Services of Ontario and the Corporation of the Town of Lakeshore and Lakeshore Police Services Board.
- j) By-law 56-2016, being a By-law to confirm the proceedings of the Council of the Town of Lakeshore.
- k) By-law 57-2016, being a By-law to authorize the execution of an agreement between Bezaire and Associates and the Corporation of the Town of Lakeshore.

- l) By-law 48-2016, being a By-law to authorize the execution of a Site Plan Agreement with Guardian Storage Ltd. (472 Blanchard Drive – SPC-3-2011)

21. RESOLUTION RE: COUNCIL IN CLOSED SESSION AND ADJOURNMENT

Councillor McKinlay moved and Councillor Monk seconded:

That Lakeshore Council adjourn its meeting at 8:25 p.m. and that Lakeshore Council authorize itself to meet in Closed Session prior to the next Regular Council Meeting to discuss any matters permitted by the Municipal Act to be considered at a Closed Meeting.

Motion Carried Unanimously



**TOM BAIN
MAYOR**



**MARY MASSE
CLERK**

/km

Consent Forms from Residents Adjacent to the Transmission Line (Public)

Exhibit E, Tab 1, Schedule 4

Support for Underground Transmission Line


I am aware of a proposal by SP Belle River Wind LP (the "Proponent") to construct and operate a 100 MW wind farm project within our community including a proposal to the Ontario Energy Board for permission to construct a 230 kv transmission line (the "TL Line") to connect the project to the Ontario grid. I am a resident of the Town of Lakeshore, Essex County, Ontario and my home is located adjacent to or near the proposed TL Line. I understand that in response to feedback from residents in our community (including myself, the Proponent has agreed to change the configuration of the TL Line so that all portions of the TL Line within public right-of-way would be constructed below-ground instead of above-grade. I agree with and support this decision as indicated by my name, signature and address written below.

11

MTO Encroachment Permit re Boreholes

Exhibit E, Tab 1, Schedule 5

MTO Encroachment Permit re Boreholes

Ministry of Transportation		Encroachment Permit
ISSUED TO: AMEC Foster Wheeler 11865 County Road 42 Tecumseh, Ontario, N8N 2M1		EC-2016-31L-74 CONTROLLED ACCESS
TO CONSTRUCT, MAINTAIN AND OPERATE HEREUNDER DESCRIBED: Geotechnical investigation for a proposed transmission collector line for the Belle River Wind Farm including the drilling of two (2) boreholes (one in the westbound ditch, one in the eastbound ditch)		
PERMIT CONDITIONS: Boreholes as per drawing "Belle River Wind Farm Boreholes" dated May 27, 2016. All work shall be completed in accordance with the attached Appendix A-Conditions for Encroachment Permits and Utility Installations On or Under a King's Highway. Issuance of this permit does not constitute approval to construct the collector line. (ETR 107-401/21-0, 15+360)		
LOT: 18 & 19 CON.: 3 & 4 PT/BLK:	PLAN:	ETR.: 107-401/21-0
GEOGRAPHIC TOWNSHIP: Maidstone		HWY.: 401
MUNICIPALITY: Town of Lakeshore		FEE: \$ 1,560.00
COUNTY/DIST/REG.: Essex		EXPIRY DATE: July 31, 2016
DIA. & LENGTH OF PLANT: 0.00 mm X 0.0000 Km		
THIS PERMIT IS ISSUED UNDER THE AUTHORITY VESTED IN THE MINISTER BY THE PUBLIC TRANSPORTATION AND HIGHWAY IMPROVEMENT ACT AND THE REGULATIONS PURSUANT THERETO AND IS SUBJECT TO THE CONDITIONS ON THE BACK HEREOF, INCLUDING ANY AGREEMENT APPLICABLE TO THE ENCROACHMENT AUTHORIZED BY THIS PERMIT		
DATED AT: London	ON: June 29, 2016	 Head, Corridor Management Section

PH-A-043 (2011/04) © Queen's Printer for Ontario, 2011

[Amended: July 8, 2016](#)

OVERVIEW OF SYSTEM IMPACT ASSESSMENT

The final System Impact Assessment Report (the "**SIA**") performed by the Independent Electricity System Operator (the "**IESO**") dated December 11, 2015 indicates that the proposed [overhead](#) connection of the Transmission Project, operating up to 100 MW, is expected to have "no material adverse impact on the reliability of the integrated power system".

[On June 24, 2016, the IESO issued a final addendum to the SIA \(the "**SIA Addendum**"\) that contemplates the Underground Option. The SIA Addendum provides that the proposed underground connection of the Transmission Project, operating up to 100 MW, is expected to have "no material adverse impact on the reliability of the integrated power system."](#)

The Applicant confirms that it will implement the requirements noted by the IESO in the SIA [and the SIA Addendum](#).

The Applicant received a *Notification of Conditional Approval of Connection Proposal* (the "**Notification**") from the IESO on December 11, 2015. [The Applicant received a Notification of Addendum of Conditional Approval of Connection Proposal based on the Underground Option on June 24, 2016 \(the "**Underground Option Notification**"\).](#)

The SIA is at Exhibit F, Tab 1, Schedule 3 and the Notification is at Exhibit F, Tab 1, Schedule 2.

[The SIA Addendum is at Exhibit F, Tab 2, Schedule 1 and the Underground Option Notification is at Exhibit F, Tab 2, Schedule 2.](#)

System Impact Assessment Addendum

Exhibit F, Tab 2, Schedule 1

REPORT



System Impact Assessment Report

CONNECTION ASSESSMENT & APPROVAL PROCESS

Addendum-Final

CAA ID: 2015-548
Project: Belle River Wind Project
Applicant: SP Belle River Wind LP

Connections & Registration Department
Independent Electricity System Operator

Date: June 24, 2016

Public

Document Name	System Impact Assessment Report
Issue	Addendum-Final
Reason for Issue	First Issue
Effective Date	June 24, 2016

System Impact Assessment Report

Acknowledgement

The IESO wishes to acknowledge the assistance of Hydro One in completing this assessment.

Disclaimers

IESO

This report has been prepared solely for the purpose of assessing whether the connection applicant's proposed connection with the IESO-controlled grid would have an adverse impact on the reliability of the integrated power system and whether the IESO should issue a notice of conditional approval or disapproval of the proposed connection under Chapter 4, section 6 of the Market Rules.

Conditional approval of the proposed connection is based on information provided to the IESO by the connection applicant and Hydro One at the time the assessment was carried out. The IESO assumes no responsibility for the accuracy or completeness of such information, including the results of studies carried out by Hydro One at the request of the IESO. Furthermore, the conditional approval is subject to further consideration due to changes to this information, or to additional information that may become available after the conditional approval has been granted.

If the connection applicant has engaged a consultant to perform connection assessment studies, the connection applicant acknowledges that the IESO will be relying on such studies in conducting its assessment and that the IESO assumes no responsibility for the accuracy or completeness of such studies including, without limitation, any changes to IESO base case models made by the consultant. The IESO reserves the right to repeat any or all connection studies performed by the consultant if necessary to meet IESO requirements.

Conditional approval of the proposed connection means that there are no significant reliability issues or concerns that would prevent connection of the proposed project to the IESO-controlled grid. However, the conditional approval does not ensure that a project will meet all connection requirements. In addition, further issues or concerns may be identified by the transmitter(s) during the detailed design phase that may require changes to equipment characteristics and/or configuration to ensure compliance with physical or equipment limitations, or with the Transmission System Code, before connection can be made.

This report has not been prepared for any other purpose and should not be used or relied upon by any person for another purpose. This report has been prepared solely for use by the connection applicant and the IESO in accordance with Chapter 4, section 6 of the Market Rules. This report does not in any way constitute an endorsement, agreement, consent or acknowledgment of any kind of the proposed connection for the purposes of obtaining or administering a contract with the IESO for the procurement of electricity supply, generation, demand response, conservation and demand management or ancillary services.

The IESO assumes no responsibility to any third party for any use, which it makes of this report. Any liability which the IESO may have to the connection applicant in respect of this report is governed by Chapter 1, section 13 of the Market Rules. In the event that the IESO provides a draft of this report to the connection applicant, the connection applicant must be aware that the IESO may revise drafts of this report at any time in its sole discretion without notice to the connection applicant. Although the IESO will use its best efforts to advise you of any such changes, it is the responsibility of the connection applicant to ensure that the most recent version of this report is being used.

Hydro One

The results reported in this report are based on the information available to Hydro One, at the time of the study, suitable for a System Impact Assessment of this connection proposal.

The short circuit and thermal loading levels have been computed based on the information available at the time of the study. These levels may be higher or lower if the connection information changes as a result of, but not limited to, subsequent design modifications or when more accurate test measurement data is available.

This study does not assess the short circuit or thermal loading impact of the proposed facilities on load and generation customers.

In this report, short circuit adequacy is assessed only for Hydro One circuit breakers. The short circuit results are only for the purpose of assessing the capabilities of existing Hydro One circuit breakers and identifying upgrades required to incorporate the proposed facilities. These results should not be used in the design and engineering of any new or existing facilities. The necessary data will be provided by Hydro One and discussed with any connection applicant upon request.

The ampacity ratings of Hydro One facilities are established based on assumptions used in Hydro One for power system planning studies. The actual ampacity ratings during operations may be determined in real-time and are based on actual system conditions, including ambient temperature, wind speed and project loading, and may be higher or lower than those stated in this study.

The additional facilities or upgrades which are required to incorporate the proposed facilities have been identified to the extent permitted by a System Impact Assessment under the current IESO Connection Assessment and Approval process. Additional project studies may be necessary to confirm constructability and the time required for construction. Further studies at more advanced stages of the project development may identify additional facilities that need to be provided or that require upgrading.

Table of Contents

Table of Contents	i
Executive Summary	1
Notification of Conditional Approval	1
Findings	1
1. Introduction	3
2. Data Verification	4
2.1 Connection Arrangement.....	4
2.2 Wind Turbine Generators	4
2.3 Collector System	4
2.4 Main Step-Up Transformers	4
2.5 Connection Equipment	4
2.6 Wind Farm Control System.....	5
3. System Impact Assessments	6
3.1 Reactive Power Capabilities Assessment.....	6

Executive Summary

Notification of Conditional Approval

SP Belle River LP (the “connection applicant”) proposes to develop a 100 MW wind generation facility, called Belle River Wind Project (the “project”), at Lakeshore, Ontario. The IESO completed the SIA study for the project and issued the final SIA report on December 11, 2015. Recently, the connection applicant submitted key technical changes for the project, requiring a further assessment by the IESO. The proposed changes primarily include:

- Changing the tap line from an overhead transmission line to an underground cable;
- Updating the winding configuration of the main step-up transformer from Yg/ Δ to Yg/Yg;
- Updating the interrupting time of 230 kV circuit breakers L1L23 and T1L1 from 33 ms to 50 ms;

The preliminary in-service date of the project has changed from December 1st, 2016 to August 31, 2017. The modified project with the proposed changes is shown in Figure 1.

This assessment concludes that the project with the proposed changes described above, operating up to 100 MW, is expected to have no material adverse impact on the reliability of the integrated power system. Therefore, the IESO recommends that a *Notification of Conditional Approval for Connection* be issued for the modified project subject to the implementation of the requirements outlined in the original SIA report and this report.

Findings

We have analyzed the modified project on the system reliability of the integrated power system, and based on our study results, we have identified that:

- (1) When producing active power, the modified project has the reactive power capability required by the Market Rules.
- (2) Under zero active power conditions, the underground cable of the modified project will inject **24 Mvar** reactive power at the connection point that needs to be compensated by installing a reactor.
- (3) The voltage change caused by switching a **24 Mvar** at Joe Byrne Substation will meet the Market Rules requirements.
- (4) Subject to specific requirement (1) in this report being met, the modifications to the project will not change the results of the thermal analysis, voltage analysis, short circuit analysis, transient stability analysis, voltage ride-through analysis, and relay margin analysis completed in the original SIA report.

Transmitter Requirements

The transmitter shall meet all the requirements in the original SIA report.

Connection Applicant Requirements

The connection applicant shall meet all the specific and general requirements in the original SIA report and the following additional specific requirement:

- (1) The modified project shall be capable of automatically reducing the reactive power injection at the connection point to zero under zero active power output conditions.

As confirmed by the connection applicant, the WTGs of the modified project must remain connected unless on outage while producing no active power under high wind or no wind conditions and be capable of absorbing more than **6 Mvar** at all times (including outage conditions) when the facility ceases active power injection.

The connection applicant must also install one of the two following inductive reactive power compensation options as shown in Figure 1:

Reactor Solution Option 1: Install at the line side of 230 kV circuit breaker T1L1 at Joe Byrne substation a shunt reactor of **24 Mvar@250 kV**, which must switch in automatically via a reactor breaker as part of the wind farm control system when the facility's active power output drops below a threshold value. A switching hysteresis shall be used to prevent repeated switch-in and switch-out actions.

Depending on system voltage conditions, the connection applicant must have the capability to energize the underground cable and the reactor together if directed by the IESO to do so.

Reactor Solution Option 2: Install at the LV side of the main step-up transformer at Joe Byrne substation a shunt reactor of **24 Mvar@34.5 kV**, which must switch in automatically via a reactor circuit switcher as part of the wind farm control system when the facility's active power output drops below a threshold value. A switching hysteresis shall be used to prevent repeated switch-in and switch-out actions.

For this option, the 230 kV circuit breaker L1L23 at Brody switching substation must be tripped without any intentional delay following a fault on the main step-up transformer.

Depending on system voltage conditions, the connection applicant must have the capability to energize the underground cable, the main step-up transformer, and the reactor together if directed by the IESO to do so.

– End of Section –

1. Introduction

SP Belle River LP (the “connection applicant”) proposes to develop a 100 MW wind generation facility, called Belle River Wind Project (the “project”), at Lakeshore, Ontario. The IESO completed the SIA study for the project and issued the final SIA report on December 11, 2015. Recently, the connection applicant submitted key technical changes for the project, requiring a further assessment by the IESO. The proposed changes primarily include:

- Changing the tap line from an overhead transmission line to an underground cable;
- Updating the winding configuration of the main step-up transformer from Yg/Δ to Yg/Yg;
- Updating the interrupting time of 230 kV circuit breakers L1L23 and T1L1 from 33 ms to 50 ms;

The preliminary in-service date of the project has changed from December 1st, 2016 to August 31, 2017.

The modified project with the proposed changes is shown in Figure 1, which also shows the locations of two possible reactor solutions assessed in Section 3.1.2.

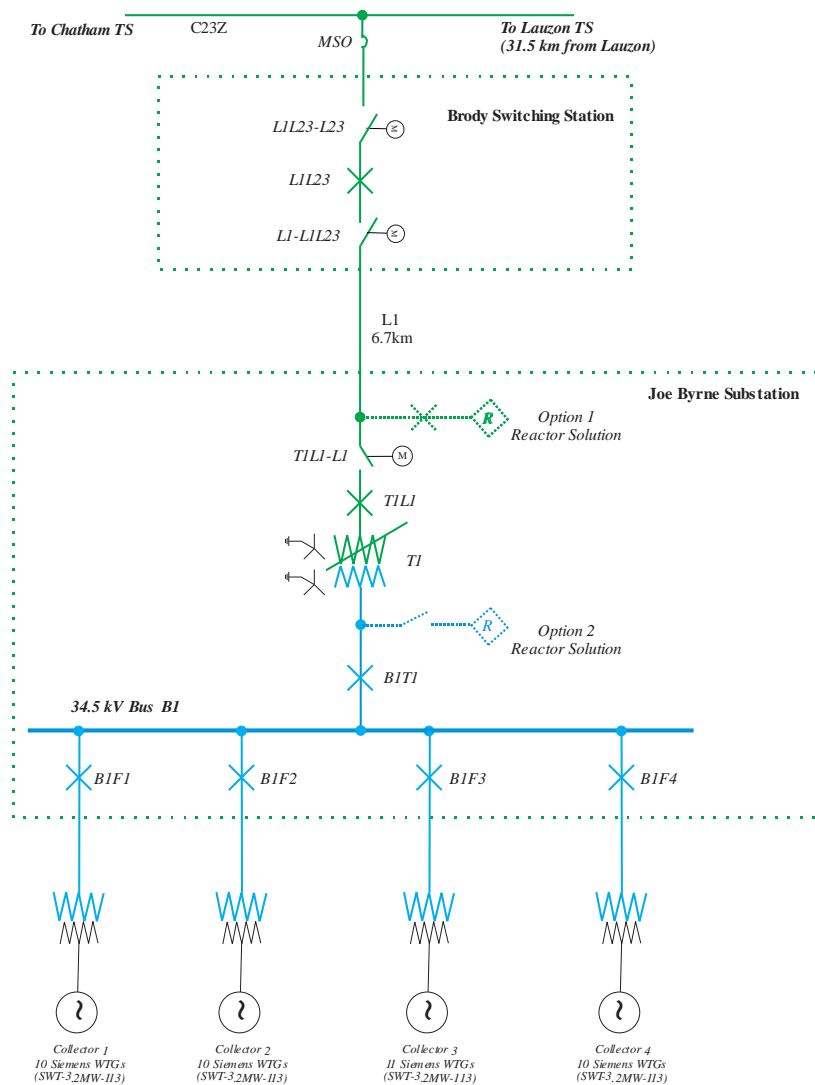


Figure 1: Single Line Diagram of the Modified Project

– End of Section –

2. Data Verification

2.1 Connection Arrangement

No change.

2.2 Wind Turbine Generators

No change.

2.3 Collector System

No change.

2.4 Main Step-Up Transformers

Table 1: Main Step-up Transformer Data

Unit	Transformation	Rating (MVA) (ONAN/ONAF/ONAF)	Positive Sequence Impedance (pu) $S_B = 66 \text{ MVA}$	Configuration		ULTC
				HV	LV	
T1	240/34.5kV	66/88/110MVA	0.0086+j0.0745	Yg	Yg	Max tap: 264 kV Min tap: 216 kV Steps: 17

Note: Zero-sequence impedance has not been provided. Typical data was assumed during the SIA. The connection applicant must provide this data during the IESO Market Registration process.

2.5 Connection Equipment

2.5.1 Disconnect Switches

No change.

2.5.2 Circuit Breakers

Table 2: Specifications for 230 kV Circuit Breakers

Identifier	Voltage Rating	Interrupting time	Continuous Current Rating	Short Circuit Symmetrical Rating	Short Circuit Asymmetrical Rating
T1L1, L1L23	250 kV	50 ms	1200 A	63 kA	85 kA

The proposed circuit breakers meet the maximum continuous voltage rating requirement of the Market Rules. The interrupting time and short circuit symmetrical duty ratings meet the requirements of the Transmission System Code.

2.5.3 230 kV Tap Line

The project consists of one 230 kV tap line of underground cable with the parameters shown in Table 3.

Table 3: Parameters of 230 kV Tap Line

Line	Length (km)	Conductor	Positive-Sequence Impedance (pu, $S_B=100$ MVA)			Zero-Sequence Impedance (pu, $S_B=100$ MVA)		
			R	X	B	R	X	B
L1	6.7	1000MCM Aluminum	0.001105	0.002918	0.187012	0.003323	0.001385	0.187012

2.6 Wind Farm Control System

No change.

– End of Section –

3. System Impact Assessments

The technical studies focused on identifying the impact of the modified project on the reliability of the integrated power system.

The project changes are not expected to change the results of thermal analysis, voltage analysis, voltage ride-through analysis, transient stability performance analysis, and relay margin analysis completed in the original SIA. They are also expected to have a minor effect on short circuit levels in vicinity of the modified project and as noted in the original SIA, there are adequate margins on the interrupting capability of the breakers at stations near the modified project.

As such, this Addendum only includes assessment of reactive power capabilities.

The study assumptions used in this Addendum were the same as those documented in the original SIA report. The transmitter also confirmed that the modified project has no impact on the results of the protection impact assessment (PIA) completed for the original SIA report.

3.1 Reactive Power Capabilities Assessment

Appendix 4.2 of the Market Rules require that a generation facility injects or withdraws reactive power continuously at its connection point up to 33% of its rated active power at all levels of active power output except where a lesser continually available capability is permitted by the IESO. A generating unit with a power factor range of 0.90 lagging and 0.95 leading at rated active power connected via impedance between the generator and the connection point not greater than 13% based on rated apparent power provides the required range of dynamic reactive power capability at the connection point.

Dynamic reactive compensation (e.g. STATCOM or SVC) is required for a generation facility which employs generating unit(s) that cannot provide a reactive power range of 0.90 lagging power factor and 0.95 leading power factor at rated active power. For a wind generation facility with impedance between the WTGs and the connection point greater than 13% based on rated apparent power, the IESO accepts compensation for excessive reactive power losses in the facility's connection system with static shunts (e.g. capacitors and reactors). This is provided each WTG have the capability to provide a reactive power range of 0.90 lagging power factor and 0.95 leading power factor at rated active power.

In addition, a wind generation facility is expected to inject or withdraw its full reactive power requirement for a 10% voltage change at its connection point, without any tap changes. By not allowing tap changer actions to assist in providing the reactive power, the voltage response time of the modified project is expected to be similar to that of a synchronous generator that meets the minimum Market Rules requirements, outlined in Appendix 4.2 of the Market Rules, which is in the order of a few seconds. This is to ensure the modified project has its full reactive power capability during system transients.

The connection applicant shall be able to confirm the required reactive power capabilities during the commission tests.

3.1.1 Dynamic Reactive Power Capability

There is no change to the proposed WTGs of the project. As concluded in the original SIA report, there is no requirement to install any additional dynamic reactive power compensation.

3.1.2 Static Reactive Power Capability

The modified project shall inject or withdraw reactive power at its connection point up to 33% of its rated active power at all levels of active power output, which is **33 Mvar**.

(1) Capacitive (Inject) Reactive Power Capability

The need for additional static capacitive reactive power compensation was assessed under maximum active power output from the modified project. Studies were performed with the following simulation conditions:

- A typical low voltage of 236 kV at the connection point;
- Maximum terminal voltage of 1.05 pu for the WTGs, whose reactive power capability is adjusted to values on the reactive power curve for $1.05 \times U_n$;
- In-service off-load tap position of 33.64 kV at generator step-up transformers;
- ULTC tap position of 249 kV (Tap 12) at the main step-up transformers T1 (assuming provision for tap changer action).

Study results show that the modified project could supply a maximum reactive power of **44.5 Mvar** at the connection point, meeting the Market Rules requirement.

Studies were also performed for a connection point voltage of 220 kV with ULTC tap position for transformers T1 set to 237 kV (Tap 8) (assuming no provision for tap changer action). The modified project could supply a maximum reactive power of **50.9 Mvar** at the connection point, meeting the Market Rules requirement.

(2) Inductive (Withdraw) Reactive Power Capability

The need for additional static inductive reactive power compensation was assessed under both maximum and zero active power output conditions from the modified project as the WTGs absorb less reactive power at maximum active power output. Studies were performed with the following simulations:

- A typical high voltage of 244 kV at the connection point;
- Minimum terminal voltage limit of 0.95 pu at the WTGs, whose reactive power capability is adjusted to values on the reactive power curve for $0.95 \times U_n$;
- In-service off-load tap position of 33.64 kV at generator step-up transformers;
- ULTC tap position of 237 kV (Tap 8) at the main step-up transformers T1 (assuming no provision for tap changer action);

With maximum and zero active power output from the modified project, studies show that the modified project could withdraw a maximum reactive power of **56.0 Mvar** and **39.8 Mvar** at the connection point, respectively, meeting the Market Rules requirement.

Table 4 summarizes the modified project's reactive power capabilities and internal voltage levels for all the scenarios. The IESO's reactive power calculation used the equivalent electrical model of the modified project's collection system (WTGs, unit step-up transformers and collector feeders) as provided by the connection applicant. The equivalent model cannot accurately represent the voltage at each individual WTG. When deployed, some WTGs may reach the limit of their terminal voltage before injecting or withdrawing their maximum reactive power. The connection applicant should ensure, during the detailed design of the modified project, that the WTGs are not limited in their capability to produce reactive power due to terminal voltage limits or other modified project's internal limitations. For example, it is expected that the transformation ratio of the WTG step up transformers will be set in such a way that it will offset the voltage profile along the collector, and all the WTGs would be able to contribute to the reactive power production of the modified project in a shared amount.

Table 4: Modified project's Reactive Power Capabilities at the Connection Point

Operation	ULTC Action	Reactive Power at Connection Point (Mvar)	230 kV Voltage At Connection Point (kV)	Tap of T1 (kV)	230 kV voltage At Joe Byrne substation (kV)	34.5 kV voltage at Joe Byrne substation (kV)
P=Max, Lagging PF	Yes	44.5	236	249 (Tap 12)	236.4	34.4
	No	50.9	220	237 (Tap 8)	220.5	34.2
P=Max Leading PF	No	56.0	244	237 (Tap 8)	243.8	33.2
P=0, Leading PF	No	39.8	244	237 (Tap 8)	243.7	33.1

(3) Zero Active Power Output Conditions

The modified project shall be capable of automatically reducing the reactive power injection at the connection point to zero under zero active power output conditions. This is to avoid aggravating high-voltage situations that could occur under some system conditions.

When the WTGs are not producing active power, the modified project would provide **30 Mvar** of reactive power charging into the system at the connection point, consisting of **24 Mvar** from the 230 kV underground cable and **6 Mvar** from the feeder system.

The connection applicant confirmed that the WTGs of the modified project will remain connected unless on outage while producing no active power under high wind or no wind conditions; and the modified project is capable of absorbing more than **6 Mvar** at all times (including outage conditions) when the facility ceases active power injection. This is adequate to compensate for the feeder charging.

To compensate the underground cable charging, the connection applicant must install one of the two following inductive reactive power compensation options, as shown in Figure 1:

Reactor Solution Option 1: Install at the line side of 230 kV circuit breaker T1L1 at Joe Byrne substation a shunt reactor of **24 Mvar@250 kV**, which must switch in automatically via a reactor breaker as part of the wind farm control system when the facility's active power output drops below a threshold value. A switching hysteresis shall be used to prevent repeated switch-in and switch-out actions.

Depending on system voltage conditions, the connection applicant must have the capability to energize the underground cable and the reactor together if directed by the IESO to do so.

Reactor Solution Option 2: Install at the LV side of the main step-up transformer at Joe Byrne substation a shunt reactor of **24 Mvar@34.5 kV**, which must switch in automatically via a reactor circuit switcher as part of the wind farm control system when the facility's active power output drops below a threshold value. A switching hysteresis shall be used to prevent repeated switch-in and switch-out actions.

For this option, the 230 kV circuit breaker L1L23 at Brody switching substation must be tripped without any intentional delay following a fault on the main step-up transformer.

Depending on system voltage conditions, the connection applicant must have the capability to energize the underground cable, the main step-up transformer, and the reactor together if directed by the IESO to do so.

(4) Switching of Static Reactive Power Compensation

The ORTAC states that with all transmission elements in-service, the switching of any individual reactive power device should not result in a voltage change greater than 4% of the steady-state voltage at the connection point, prior to any tap-changer action.

A switching study was carried out to investigate the effect of the reactor solution options on voltage changes at the connection point. Since the reactor size is the same in both options, only one option, i.e. Option 2, was studied. Simulations were performed using the defined summer congested and light load base cases in the original SIA report, with all modified project's WTGs assumed out of service. Table 5 shows that switching the proposed reactor of **24 Mvar@34.5 kV** at Joe Byrne Substation results in less than a 4% voltage change at the connection point, thereby, meeting the requirement.

Table 5: Voltage Changes due to Static Reactive Power Switching

Base Case	24 Mvar@34.5 kV Reactor at Joe Byrne Substation	230 kV Voltage at Connection Point	230 kV Voltage At Joe Byrne Substation	34.5 kV Bus Voltage At Joe Byrne Substation
Summer Congested Peak Load Base Case	Pre-switching	242.7	242.8	35.6
	Post-switching	241.0	240.9	34.4
	ΔV	-0.7%	-0.8%	-3.4%
Light Load Base Case	Pre-switching	236.5	236.6	34.7
	Post-switching	234.8	234.8	33.5
	ΔV	-0.7%	-0.8%	-3.5%

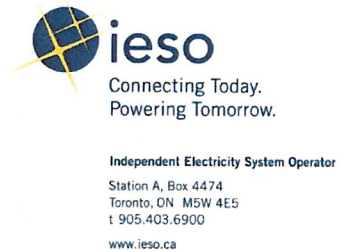
– End of Document –

Notification of Conditional Approval of Connection Proposal

Exhibit F, Tab 2, Schedule 2

June 24, 2016

Colin Edwards,
Director, Pattern Energy Group
355 Adelaide St. West, Toronto, Ontario M5V 1S2, Canada



Dear Mr. Edwards:

RE: Belle River Wind Project
Notification of Addendum of Conditional Approval to Connection Proposal
CAA ID Number: 2015-548

Thank you for the updated information regarding the proposed *Belle River Wind Project*.

From the new information provided, we have concluded that the proposed changes at *Belle River Wind Project* will not result in a material adverse impact on the reliability of the integrated power system.

The IESO is therefore pleased to grant **conditional approval** as detailed in the attached addendum to the System Impact Assessment (SIA) report. Please note that any further material change to your proposed connection may require re-assessment by the IESO and may result in a nullification of this conditional approval.

In addition, please note that this conditional approval does not in any way constitute an endorsement of the proposed connection, with or without the proposed changes, for the purposes of obtaining a contract with the IESO for the procurement of supply, generation, demand response, demand management or ancillary services.

You may now initiate the IESO's **Market Registration** process. To do so please contact Market Registration at market.registration@ieso.ca at least eight months prior to your expected energization date. The addendum to the SIA report, attached hereto, details the requirements that your company must fulfill during this process, including demonstrating that the facility *as installed* will not be materially different from the facility *as approved* by the IESO.

Your conditional right to connect is balanced by an obligation to demonstrate installed equipment meets performance requirements. During the **Market Registration** process, you shall be required to demonstrate this obligation has been fulfilled in accordance with [Market Manual 2: Market Administration Part 2.20: Performance Validation](#).

When your company has successfully completed the IESO's **Market Registration** process, the IESO will provide you with a **final** approval, thereby confirming that the facility is fully authorized to connect to the IESO-controlled grid.

For further information, please contact me.

Yours truly,

A handwritten signature in black ink, appearing to read "Ahmed Maria", is written over the "Yours truly," text.

Ahmed Maria

Sr. Manager – Connections & Registration

Telephone: (905) 855-6457

Fax: (905) 855-6319

E-mail: ahmed.maria@ieso.ca

cc: IESO Records

All information submitted in this process will be used by the IESO solely in support of its obligations under the *Electricity Act, 1998*, the *Ontario Energy Board Act, 1998*, the *Market Rules* and associated policies, standards and procedures and in accordance with its licence. All information submitted will be assigned the appropriate confidentiality level upon receipt.

Confidential

revision 2015-Jan

[Amended: July 8, 2016](#)

OVERVIEW OF CUSTOMER IMPACT ASSESSMENT

The Applicant received a final Customer Impact Assessment Report (“CIA”) from Hydro One on December 11, 2015. The CIA Report findings were:

- 1. The short-circuit levels observed at customer connection points, following the connection of Belle River Wind farm, are within the requirements of the Transmission System Code (TSC). The largest increase in symmetrical short circuit current due to this facility is 5.53% (3ph) and 8.81% (L-G) at Comber Wind farm junction.*
- 2. Lauzon EJ DESN is on the restricted list of stations that are not allowed any more increase in short circuit levels. Installation of Belle River generation causes further encroachment into the short circuit limit established at Lauzon EJ DESN. Belle River LP will be required to make a capital contribution to towards short circuit Mitigating Measures required at Lauzon DESN.*
- 3. The connection of Belle River Wind farm results in a material increase in short circuit levels at Kingsville TS and Walker TS #1. These are stations where capital contributions were made by customers to implement mitigation measures to reduce short circuit levels to within TSC limits. As a consequence, Belle River LP will be required to make capital contributions towards the cost of the mitigation measures.*
- 4. The new 7 km line tap from the wind farm to circuit C23Z will not materially increase the exposure of this circuit to faults, and the wind farm will not have any material impact on the power supply reliability of the customers in the Windsor – Essex area.*

The Applicant will make the capital contributions identified in the CIA in accordance with the Transmission System Code. No Network upgrades were identified in the CIA, so the Transmission Project will not impact Ontario's Uniform Transmission Rate.

[The Applicant has been advised by Hydro One by email at Exhibit G, Tab 1, Schedule 3 that, "Hydro One has no concerns with the changes made to the original Belle River application." pursuant to comments requested by the IESO in connection with the addendum to SIA Therefore, the CIA filed at Exhibit G, Tab 1, Schedule 2 does not need to be updated as a result of undergrounding the transmission line.](#)

Confirmation from Hydro One re Underground Option

Exhibit G, Tab 1, Schedule 3

[Amended: July 8, 2016](#)

Confirmation from Hydro One re Underground Option

From: Qasim.RAZA@HydroOne.com [mailto:Qasim.RAZA@HydroOne.com]
Sent: June-02-16 2:47 PM
To: mohinder.p@samsung.com
Subject: RE: FW: Belle River - Updated SIA Application

Mohinder,
Hydro One has no concerns with the changes made to the original Belle River application.

Thank you

Qasim Raza
System Planning, TCT
Hydro One Networks Inc.
Tel: 416-345-6181
Email : qasim.raza@hydroone.com