

Item	Email Title and Originator	General Question	Response	PCS Applicability
41		<p>I have written to Windlectric Inc. concerning my shore well but have not received an adequate response. My shore well has a special electric line that cannot be cut. How does Windlectric propose to ensure that I have running water during the proposed construction? Exactly how many days and when does Windlectric Inc. plan to leave me without running water?</p> <p>Exactly how many days and when does Windlectric propose to leave me without power.</p>	<p>Windlectric will contact landowners to identify the location of privately owned utility lines, such as water well lines, under South Shore Road. Windlectric does not plan to leave residents without running water for any extended period of time, and required repairs will be either short lived (hours) or measures will be taken in advance to avoid service interruption.</p> <p>Discussions with Hydro One Networks Inc. (“HONI”) (local electric distribution utility) and Bell Canada (“Bell”) (local phone company) are ongoing, and so exact details are not yet known. However, it is currently anticipated by the Project and Windlectric that power and/or phone service may be disrupted for approximately one hour at each location where this situation occurs – at the beginning of the period of component delivery, and then again for another one hour period at the end of the period of component delivery. There is currently a maximum of 12 locations on the Island where this situation may occur. It is anticipated that some of the 12 locations will not require outages, because sufficient slack is available in the current strung conductors such that the utility company will be able to ‘lift’ the conductor or cable to allow for turbine component delivery. In each of the locations where an outage is required, it is anticipated that the utility company will initially install a longer dimensioned spliced section which will lay on the ground during component delivery – therewith initiating the first outage. Removing the splice and returning the circuit to its original overhead configuration initiates the 2nd outage. The project will consider limiting planned service interruptions in periods of low ambient temperature.</p>	No
42	<p>12. APAI - Request for Drawings</p> <p>Deborah Barrett</p>	<p>APAI requested Windlectric to provide a printed set of the most recent drawings so that residents could understand the impact on their properties. NO drawings were available on the Island and APAI made best efforts to assist dozens of residents to access the documents online at a drop in session on Thursday evening. However, it was clearly impossible for residents to view the interrelationship of the hydro collectors, the culvert replacement program, and the plan and profile drawings online concurrently to see the total impact on a property and particularly difficult for farmers with large holdings affected by culvert replacements, road reconstruction, and hydro collector installation</p>	<p>Multiple paper copies of this and prior PCS versions have been provided to the Township. No significant changes to Project work element alignment or layout have been made through the last several iterations of these drawings. ***</p>	No
43	<p>13. Comments to the township re windlectric pre-construction study</p> <p>[redacted] (Mark Ritchie and Cherry Allen)</p>	<p>Collector System</p> <p>Why does the collector system at the east end of the island follow the Lower Forty Foot, Front Road and South Shore Road? Could the collectors not follow the existing hydro easement that runs away from the road and behind houses from the Willard property at 600 South Shore Road to the Plank property at 4700 South Shore Road? Use of this easement would mean no traffic delays, no problem with under road lines to wells, avoidance of the narrow road beside the lake and eliminate the need for rock breaking next to several houses required to bury the line a meter deep. This would avoid numerous traffic delays and road closures that might prove fatal in the event of a first response situation.</p> <p>Haul Roads</p> <p>Why do almost four kilometers of the South Shore Road, Lower Forty Foot and Front Road from Willard's at [redacted] to the Marshall Forty Foot at 2350 Front Road have</p>	<p>Multiple routes were identified earlier in the design and permitting phase of the project. Often times, certain routes were not possible due to lack of landowner agreements or due to avoidance of natural features. The layout of the project is now crystallized, final, and fully approved under the REA. This applies to collector routes, access roads, and therefore resulting access routes through public road networks.</p> <p>At each access road to turbines, Windlectric contractors will carry out site specific surveys that will capture utilities and site specific features. Such features on private lands will be dealt with on a case by case basis with affected landowners.</p>	<p>No</p> <p>No</p>

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		<p>to be rebuilt as a haul route to turbines S30, S26, S18 and S13? Why couldn't these sites all be accessed off South Shore Road across participating land just south of S13?</p> <p>Services at [address redacted] At our farm on [redacted] there is a heated water line below the road, a backup waterline below the road, a hydro collector from a Solar Microfit going below ground to a hydro pole at the roadside and a buried hydro line feeding from a roadside pole into the barn. None of these features are marked on the Stantec Pre Construction Study maps. What specifically will Windlectric do to ensure our farm operation is not damaged by interruption of these services.</p>		No
44	14. Questions for answers on September 6th, 2017 Peter Large, P.Eng.	The project as proposed is clearly an engineered project – engineering in its fullest, professional sense, it falls within the practice of professional engineering.	No question posed.	No
45		Why does the map [Weekly Construction Activity Map on Project website] not carry the Professional Engineer’s Stamp?	Locator map on the weekly activities update page of Windlectric’s Project web site is not an engineering work product. No professional engineer stamp is warranted for this document.	No
46		<p>The tiny blue-coloured dotted, hard to see, lines are, I presume a notice of 'potential traffic interruption'. What would be the nature of that interruption? (number and frequency of trucks and other vehicles, nature of loads carried, noise levels, dust control, etc),</p> <p>How many Islanders do you imagine are able to understand and interpret the meaning of these tiny lines?</p>	<p>Please see approved Operations Plan, Section 2.3, for discussion of the types of public road closures and delays. In that section, a “Traffic Interruption” is defined as a very short term (less than 30 minutes) closure of a public road segment.</p> <p>Section 3 of the Operations Plan calls for weekly activity maps sent out as mailed flyers, as well as through social media. Windlectric has great confidence in the Islander’s ability to understand a simple map indicating planned work activity locations and the other notices provided pursuant to the approved Operations Plan.</p> <p>Daily reminders of expected traffic interruptions will also be released through social media, including through a toll-free number (1-844-379-7740). As always, we are open to receiving specific recommendations to these messages to ensure maximum clarity to residents.</p>	No
47		Will the Front Road be blocked? For how long? At ferry time? What about blockage if emergency vehicles need to pass?	Front Road west of the turn off to turbine S30 will only be subjected to periodic Traffic Interruptions to facilitate delivery of a limited number of turbine components. East of that point will have exposure to Single Lane Restrictions (also as defined in the Operations Plan) during municipal road strengthening operations, installation of electrical collection system, etc. Section 2.7.5, 2.7.6, and 2.16 of the Operations Plan address mitigation of potential interference with ferry-bound traffic, and Section 4 of the Operations Plan addresses interface with emergency services.	No
48		The map does not show the extent of traffic on the project access road. Why not? (It is not an excuse to say that the access road is on private land.)	Private access roads are, by their nature, on private property. As such, activity on them does not directly impact the municipal roads that are the subject of the road use agreement.	No
49		What is the expected duration of the 'potential traffic interruption'? (i.e., one hour,? three hours? , five hours? all day ?etc ... ?)	Please see definition in approved Operations Plan, Section 2.3.	No
50		At what hour will the 'potential traffic interruption cease?	Hours during which construction activity, and associated deliveries, can occur are limited by the Township’s noise by-law. This by-law limits such activity to between 7 am and 8 pm, Monday through Saturday.	No

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51		What special safety precautions will be taken during the traffic interruptions, especially since the proposed traffic is near the Public School,(children will be coming and going)and the Village of Stella?	Section 2.7.2 and 2.7.3 of the approved Operations Plan addresses additional precautions and mitigation to be undertaken in the event of Project activity in the vicinity of school functions or student transportation.	No
52	15. Question for Amherst Island Open House Lorna Willis ([address redacted])	Given impact on wells in Chatham Kent, will Windlectric implement a comprehensive groundwater monitoring program? Will Township request a halt to Project until such time as a groundwater monitoring program is in place?	No. Concern as to groundwater issues were addressed in the ERT challenge to the Project's REA permit, and were found by the ERT to be without basis. *** SF Question directed to Township.	No
53		Will Windlectric create a comprehensive inventory of Island wells and implement a water quality and rate of flow testing and monitoring program?	This is not a requirement for this project and there are no plans to carry out a flow testing and monitoring program.	No
54		Where exactly will blasting occur and when? What notice will be provided?	No blasting is currently anticipated as a part of Project construction. Is blasting does become necessary, notice will be in accordance with the approved Operations Plan and applicable regulations.	No
55	16. Access to proposed roadwork preparation Bruce Burnett	It seems that about 20 km of Island road is not capable of the use that will be made of it by the turbine project. That road is being prepared for overweight use by removing 200mm of existing surface, laying down a plastic membrane and then adding 200mm of new crushed stone surface, according to the current plans. For example, one section is the 8km of road from the entrance to 502 around the end of the Island to the entrance to S30. A simple calculation of 200mm x 6m x 8km would seem to be about 9600 cubic m of new crushed stone. This is about 1200 standard 10 yard heavy trucks. How will these trucks get to the parts of road that need to be upgraded? Presumably on existing roads that are not to be prepared. Who will repair these lengths of public road as they are damaged by these heavy trucks? Who evaluates the state of these roads and the need to repair them? Where does the 9600 cubic m of potentially contaminated existing road material go after it is removed in the first step of this process? The same questions can be asked for access to the other sections of existing roads that are proposed to be upgraded.	No question posed. Non-contaminated excavation spoils generated during work on municipal roads may be utilized as bulk fill where necessary in construction of project infrastructure, or taken off site for disposal or recycling.	No Limited
56	17. Front Road crossing Sheila Whiting	Algonquin Power makes many statements about the need for safety while any construction is underway on Amherst Island, but they have made little or no actual accommodation for very real concerns residents have in dealing with traffic flow from the dock constructed in Kerr Bay. I have written to you, and to the company, in the past, to point out that the crossing on Front Road from the industrial dock south to the proposed staging area is in perhaps the worst possible spot in that entire stretch of the road. It is proposed that all the construction equipment and the materials being brought to the Island by barge will then cut across the Front Road, at the bottom of a hill which itself is on a curve in the road, a road which sees constant traffic to and from the ferry, the Village of Stella, and the Amherst Island Public School. At this location, there are no proper sight lines sufficient to allow the operators of the massive pieces of equipment to view oncoming traffic, particularly eastbound vehicles, and there is certainly no safe means of those vehicles seeing the equipment. Algonquin Power advises that there will be traffic controllers on site, but their track record so far is dismal. We have all seen their practice on the Bath Road east of Millhaven, where the signs indicating		

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		<p>that there is a traffic flagman ahead are left permanently in place on the side of the road, and yet no such traffic control is occurring. Such mixed messages imply a lack of training and familiarity with traffic control standards on the part of the company in charge, and create confusion for drivers along that stretch of the road.</p> <p>On the Front Road on Amherst Island, can we expect more adherence to basic traffic control including the proper use of signage and the placing of flagmen?</p> <p>Indeed if Algonquin Power were serious about the safety of Island residents (apart from their cheerful Friday messages reminding us to watch out for our children playing on or near the road), they would have moved the road crossing months ago. Even a shift of 100 meters to the east would provide better sight lines and hence a reduced risk of accident.</p> <p>I am counting on the Township to ensure that safety at this road crossing is indeed a priority.</p>	<p>Windlectric will comply with OTM book 7 traffic control signage and will monitor contractors regularly to ensure compliance. Please note that the location of this road crossing is fixed and will not be adjusted. Additional signage will be utilized to provide further visual signage for traffic control.</p> <p>Comment directed to the Township.</p>	<p>No</p> <p>No</p> <p>No</p>
57	<p>18. drainage issue turbine S22</p> <p>Peter Whiting, Sheila Whiting</p>	<p>We have several concerns, mostly dealing with the details outlined for the construction of S22, on the Second Concession Road. We are the owners of Lot 27, immediately adjacent to the site of S22, and were interested in your letter of 31 August to R. Griffin, environmental planner at Algonquin Power, in which you outlined what you see as drainage issues. The area proposed for access to S22 is extremely wet, and therefore drainage along the access road is extremely important. Several years ago the Township acquired additional land from us fronting on the Second Concession in order to conduct improved ditching work along the road. Allowing the proposed access road to S22 to drain out on the Second Concession will create the possibility of flooding. With the history of drainage issues in this area (the Miller Drain, for example), it is imperative that any construction here be subject to strict guidelines for water control. The location of the turbine itself also raises drainage issues: this is upstream of a large drainage area covering parts of Lots 27 and 26 and flowing through culverts into Kerr Bay. In the spring, this drainage amounts to a fast flowing creek for several weeks. We are particularly concerned about the potential for interruption in the natural flow of this water: an area of Lot 27 within this drainage is a wetland and is designed 'environmentally sensitive' in the Township plan. We have tried in the past to outline our concerns for the maintenance of this drainage pattern and the impact of the 20 foot deep cement pad needed for the turbine. Algonquin Power's response was that they would use some landscaping cloth, a statement which suggests that the company's contractors and/or employees had not surveyed the area, especially with a view to drainage or to the significance of possible environmental impacts downstream. As adjacent landowners we are concerned about these downstream riparian impacts. We are counting on the Township to require drainage solutions for this area as outlined in your letter of 31 August, and demand that Algonquin Power respect the environmentally sensitive area adjacent to turbine S22.</p>	<p>Comments directed to the Township.</p>	<p>No</p>
58	<p>19. Questions</p> <p>Deb Barrett</p>	<p>Windlectric told the ERT that "minor and temporary road widening's would occur in three locations and now proposes to reconstruct 20 km of road; ignored the restrictions of the overall benefit permit for grassland birds; moved spud barges contrary to in water restrictions during the fish spawning season; presented a schedule that ignores the breeding season of</p>	<p>Windlectric believes it is in compliance with the REA and has confirmed compliance for overall benefit, water restrictions, and public ferry use.</p>	<p>No</p>

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		<p>the Blanding's Turtle; and continues to use the ferry contrary to commitments made in the Operations Plan. Why should we trust anything Windlectric says or writes?</p> <p>Mr. Thompson assured Council that road reconstruction would precede construction of access roads. What roads will be used by heavy trucks to access and reconstruct South Shore prior to construction of the access road to S02? Will South Shore from Stella 40 Foot easterly for about 1400 m be used for any purpose?</p>	<p>Windlectric confirms that the Pre-Construction Preparatory Work consisting of strengthening of a road segment will be completed prior to Project 'heavy-haul' traffic use of such road segment except as noted in the approved Operations Plan.</p> <p>Road strengthening will be performed in a staged fashion such that strengthening on a particular road segment will be completed before transport of equipment and delivery of material related to downstream infrastructure (except as permitted in the Operations Plan) is performed.</p> <p>As previously discussed with Township staff, one-time, conventional float transport of off-road, and tracked construction equipment (e.g. loaders, bulldozer, excavators, etc.) may occur in some locations in advance of road strengthening work. This will allow the entrance(s) of downstream access roads to be constructed for use as turn-around features that will be used to avoid the need to reverse trucks on the public roads.</p> <p>As such, the strengthening of South Shore Road and movement of related heavy haul equipment will not occur until after the construction of the access road to S02.</p>	Yes
59	<p>20. Questions on Pre-Construction Study</p> <p>Laurie Kilpatrick</p>	<p>How many days will Windlectric close Stella Forty-foot, South Shore Rd. and other key access routes for preconstruction and construction work?</p> <p>Will Windlectric provide an overall schedule of planned road closures for residents, including timing and duration, well in advance?</p> <p>How will Windlectric manage road closures during winter storms and icy conditions?</p>	<p>Section 3 of the Operations Plan calls for weekly activity maps sent out as mailed flyers, as well as through social media. Daily reminders of expected traffic interruptions will also be released through social media, including through a toll-free number (1-844-379-7740).</p> <p>As per section 2.6.1 of the approved Operations Plan, Windlectric will ask the Township to enter into a separate agreement for the provision of winter road maintenance activities that are in addition to the regular winter road maintenance activities.</p>	No
60		<p>Estimates of heavy haul trucks have varied widely for the project. Our driveway is located at the intersection of the access road from Turbine S02 and South Shore Rd (see star below). The latest report regarding Municipal Roads and Geotechnical Borehole Investigation indicates there will be 8000 ESALs heading south and turning east along this route to the eastern end of Amherst Island. Please confirm the actual number of trucks for both the pre-construction and construction stages, that will turn from the S02 turbine access road east on South Shore Rd.</p> <p>How many trucks will use South Shore Rd. west of the S02 turbine access road during pre-construction work? Will all empty trucks travel on South Shore Rd to return to the main construction site from South Shore Rd.? What is the route?</p> <p>How many trucks can we and our immediate neighbours, expect on a daily basis during the pre-construction and the construction phase and including returning trucks?</p>	<p>No Project heavy haul traffic will utilize South Shore road west of the S02 access road. As stipulated in the Operations Plan, empty trucks will return to the central staging area by reversing the route that took them to their work/delivery area.</p> <p>Schedule 03 of the Operations Plan indicates the number of heavy loads anticipated for each road segment and Schedule 19 indicates routing for turbine component deliveries.</p>	No

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61		What does the star-shaped symbol on the northwest corner of our property and edge of our driveway at [redacted] represent?	The indicated symbol represents a tree.	Yes
62		<p>According to the latest drawings Windlectric will be removing our mailbox and will coordinate this with Canada Post. We would like to know when and how Windlectric will contact affected residents on this issue.</p> <p>Our neighbour at [redacted] also has a mailbox in the haul route but it has not been identified on the plan.</p>	<p>Plans call for relocation of mailboxes in conflict with Project activities to be coordinated with Canada Post. Project personnel will also coordinate with the resident affected near the time of relocation.</p> <p>The current position of the mailbox associated with civic address [redacted] (near Station 0+360 on the north side of the road) is outside of the required Project modifications to municipal infrastructure.</p>	No
63		We note from the most recent drawings that the collector line will be buried within the road or road allowance on the south side of Front Rd. at Pentland Cemetery as committed to by Windlectric. The road allowance however on the north side is extremely close to the protected dry stone wall and burial sites outside the Pentland gates. This part of Front Rd. is a haul route for components for turbines. Will Loyalist Township review the positioning of the road allowance on the north side and align it with the east side of the property rather than the west side, thereby offering greater protection to the cemetery? Will the Township ensure a buffer on the north side of Front Rd. at Pentland?	Question directed to the Township.	No
64		<p>Windlectric's new plan is to widen 20 km of roads on Amherst Island and radically change the South Shore Rd and the shoreline. . Will there be an environmental assessment?</p> <p>Has the Cataraqui Regional Conservation Authority placed any restrictions on what is now construction in Lake Ontario?</p> <p>Has there been a ruling on forced roads that favours the project? If not, how can Windlectric proceed to encroach and potentially expropriate private lands?</p>	<p>Windlectric believes that all required major authorizations are in place to carry out the contemplated road works.</p> <p>CRCA has granted a permit to Windlectric for road strengthening work outlined in the MR drawing series. The work on South Shore Road will largely be contained within the limits of existing gravel, with the exception of areas where temporary road widening or culvert extensions – which occur primarily on the north side of South Shore Road. No road work is anticipated to take place in Lake Ontario.</p> <p>The road use agreement allows Windlectric to work within the road allowance boundaries. Windlectric will not be encroaching on or expropriating private lands.</p>	No
65		We understand that Windlectric Inc. may in future apply for an exemption to work a seven day work week. This must not, under any circumstances, be permitted. My husband worked in construction for 35 years and never encountered a Sunday working day. On rare occasions, exemptions were given for Saturdays, if the subcontractors were working inside and not disturbing nearby residents.	No question posed.	No
66		We strongly object to Windlectric's use of the term "Public Road Restoration" to refer to: widening of the heritage carriage roads on Amherst Island; removal of vegetation and trees in the road allowance, and "trimming" the tree canopy that contributes so much to our heritage landscapes and rural character.	No question posed.	No
67	<p>22. Questions concerning compliance</p> <p>APAI</p>	Will the Environmental Monitor identified in Schedule C require a modification to the project schedule to ensure compliance with the Wildlife Mitigation Appendix included in the Traffic Management Plan? Specifically will the timing of the installation of culverts be delayed and all work on seasonally flooded roads including South Shore be undertaken between October 31 and May 1?	The concept of limiting construction from May 1- Oct 31 in the Traffic Management Plan and Wildlife Management Plan was specifically for 3rd Concession Road and four turbines (S03, S09, S11, & S36). The intent of the Wildlife Management Plan was not to restrict construction for the entire island during May 1- Oct 31, but was only related to these four turbines. For this reason, the schedule does not need to be amended as noted.	No

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			Furthermore, the culverts to address periodic flow are not the kind of water crossing element the commitment was intended to cover because that is not where one would reasonably expect to find turtles.	
68		Will Windlectric commit unequivocally to comply with the wildlife mitigation measures attached to the Traffic Management Plan specifically that : "In areas adjacent to water features (including water crossings, ponds and seasonally flooded areas), road construction and site preparation will occur between October 31st and May 1st to avoid sensitive periods for amphibians, fish and reptiles; .. ? Will all culvert replacement which is by definition related to a water crossing occur between October 31 and May 1?	<p>The concept of limiting construction from May 1- Oct 31 in the Traffic Management Plan and Wildlife Management Plan was specifically for 3rd Concession Road and four turbines (S03, S09, S11, & S36). The intent of the Wildlife Management Plan was not to restrict construction for the entire island during May 1- Oct 31, but was only related to these four turbines. For this reason, the schedule does not need to be amended as noted.</p> <p>Furthermore, the culverts to address periodic flow are not the kind of water crossing element the commitment was intended to cover because that is not where one would reasonably expect to find turtles.</p>	No
69		Public Meeting Format-The format of the Public Information Session restricted only to questions fails to allow public comment. Will the moderator ensure that all questions are answered in writing and commit that the responses form part of the public record and are attached as an appendix to the Pre Construction Study when it is considered by Council?	Comment addressed to Township.	No
70		Did the engineers responsible for the Municipal Road Geotechnical Report consider the erosion and undercutting of the bank on South Shore Road? Where is the load bearing capacity of the eroded South Shore Road addressed? Will Windlectric Inc. provide written certification and an engineer's stamp that South Shore will be safe during all aspects of construction?	<p>Road strengthening design has been prepared by qualified professional subject-matter engineers. The Project's engineers have signed/stamped the geotechnical report and the municipal road drawings relating to such work.</p> <p>Windlectric is aware of the shoreline erosion on South Shore Road and it and its engineers, in conjunction with the preparation of the Operations Plan and Pre-Construction Study have been physically present to review the current state of the road. The Operations Plan and Pre-Construction study were prepared taking into account the erosion referenced.</p> <p>Despite the foregoing, should conditions in the field encountered during the Pre-Construction Preparatory Work be found to differ materially from those found to date during the preparation of the Operations Plan and the Pre-Construction Study, the protocol established in Section 5 of the approved Operations Plan v9, ("Operations Plan Approval, Evaluation, and Revision") will be followed.</p>	Yes
71		The Municipal Road Geotechnical Report has been modified six times (indeed the original authors were not involved in the most recent revision) but still fails to address the number of ESALS on each road segment related to hydro collector installation and road reconstruction or about half of the truck and heavy equipment traffic. Will Windlectric provide a comprehensive analysis of all truck and heavy equipment traffic by road segment and provide accurate information about the load bearing capability of the roads stamped by a qualified engineer?	The analysis and provision of information related to the load bearing capability of each road segment prior to strengthening is provided in the geotechnical report included in the Pre-Construction Study as Exhibit B-01. "Additional Geotechnical Information" stating the load bearing capacity of the strengthened road section(s) was provided to Township staff on September 6 confirming a design capacity of 20,000 ESALs. Windlectric has a Road Use Agreement obligation to leave the public roadways in a condition at the end of the project equal to the condition found at the completion of the Pre-Construction Preparatory Work.	Yes
72		The drawings for Stella 40 Foot do not match the text of the Municipal Road Geotechnical Report. The drawings show that the asphalt is to be removed and the text says that two options are under consideration. Which is correct?	The Geotechnical report presents two options for the paved section of Stella 40 Foot Road; either "monitoring, maintenance, repairs, and upgrades, as necessary" or "upgrade" by removal of the existing asphalt and placing of geogrid and 200mm of granular 'A' gravel.	Yes

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			These alternatives for Stella 40 Foot Road were specifically discussed with Loyalist Township staff in conjunction with the finalization and approval of the Operations Plan by Council.	
73		Attachments to Schedule B 02 Culvert Conditions have been added and the original appendices been modified a number of times without evidence of the original author's review. This is contrary to best practices. Recommendations in the text do not match drawings in many locations. Will Windlectric provide a final version prior to consideration of the Pre Construction Study by Council with consistency between drawings and text and certified by the original authors and field investigator as a true representation of findings?	Documents in Pre-Construction Study sections A and B, including B.02, assess the condition of existing infrastructure. The documents in Pre-Construction Study section D, including the MR drawings, show the work to be performed in order to accommodate, address, or otherwise modify the existing infrastructure. Each of these documents has been submitted to the Township as part of recent submissions of the Pre-Construction Study, signed by the Project Engineer.	Yes
74		The new cover page for Schedule 8_02 Culvert Conditions can be likened to exploratory surgery for twenty locations on the Island. It essentially says "Let's go out and dig up the roads and see what the culverts look like". This level of disruption is unacceptable to nearby residents. Will Windlectric and the Township commit to further investigating culverts using today's technology without digging up the roads?	Opening the ends of crushed or clogged culverts is a fundamental part of normal municipal maintenance procedures and hardly constitutes destruction of roads. Such activity is actually beneficial to the function of municipal drainage system, as crushed or clogged culverts restrict flow of storm-water.	Yes
75		Will Windlectric and the Township commit to not trespass including oversailing of private property in any manner or use of any farm field access or private driveway during all aspects of construction?	Yes.	No
76	23. Questions re vibration, monitoring, etc. David and Diane Hieatt, Joyce Reid	Specific vibration monitoring and enforcement questions on [redacted] and St. Alban's church [address redacted] Will Windlectric install PPV monitoring devices to record the impact on our property and provide security equal to the value of our home should any damage occur? Will Windlectric confirm that no trees will be removed on the road allowance adjacent to our property and to that of our neighbors? What tree protection will be put in place? <u>St. Alban's Anglican Church at 5000 Front Road</u> Will Windlectric install PPV monitors to assess the impact of vibration on the church and provide insurance against all forms of damage to the church structure? Will Windlectric commit to NOT trespass on church property in any manner including using the turnaround are to the east of the church and to not oversail church lands in any way?	The location at [redacted] is included in the planned vibration monitoring program as specified in the Operations Plan. Please refer to Schedule 17 of the Operation Plan which prescribes the vibration monitoring for cultural heritage resources, including built heritage resources. No removal of trees in the vicinity of this address is contemplated. Some trimming of branches within the road allowance, in accordance with Section 2.12 of the Operations Plan, may be necessary to facilitate movement of turbine components. Although the location at 5000 Front Road – St Alban's Anglican Church – is not specifically addressed for monitoring under the monitoring program or the REA, note that Windlectric will be following the monitoring program with respect to the Village of Stella. Regarding trespassing, Windlectric has made such a commitment in the approved Operations Plan (e.g., Section 1, "Windlectric commits that no field construction activity or road modifications will encroach beyond the boundary line for the Township's road allowance/right-of-way on properties for which Windlectric does not have land use rights.").	No
77	24. Amherst Island Industrial	With Reference to your Drawing AM HST - 243 Revision #1 May 9, 2017 - Is this the most up-to-date Drawing of the Haul Routes?	Please see www.amherstislandwindproject.com for the latest version of this drawing.	No

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78	Wind Turbine Project – Questions Andrea Cross	Based on Drawing AMHST - 243 - the South Shore Road from the Stella Forty-Foot to where the Municipal road "upgrades" are to start near 4175 SS Rd is not identified as being part of any haul route. Please confirm that this indeed means that ALL trucks carrying material for road "upgrades and repair" TO AND FROM 4175 South Shore Road east will be carried on the Eves & Plank Access Road - which will have to be built first. If 10-ton dump trucks (empty or full) or construction personnel are to travel down the Municipal South Shore Road between the Stella 40-Ft east - then repair or upgrades to this road throughout the project will need to be done along with, of course, dust suppression. Please confirm your intentions.	Heavy Load Trucks will not use the portion of South Shore Road from Stella Forty-Foot to near 4175 South Shore. Note that project vehicles used for personnel transport are exempt and will not trigger repairs or upgrades. Please refer to the Operations Plan section 2.1 and Schedule 03 for further details.	No
79		What factors made your company decide to trench the power line all the way around the foot of the Island through Foot Foot Flats Farm - instead of simply running along the South Shore Rd from the Willard Farm back to the Pearson property - a MUCH shorter route and a lot less disruptive to non-participant landowners - and the South Shore Road is already being trenched up to the entry to S14?	Multiple routes were identified earlier in the design and permitting phase of the project. Often times, certain routes were not possible due to lack of landowner agreements or due to avoidance of natural features. The layout of the project is now crystallized, final, and fully approved under the REA. This applies to collector routes, access roads, and therefore resulting access routes through public road networks.	No
80		INTERNET SERVICES - I work remotely on the internet and rely on regular internet service with Kingston On Line (KOS) daily. Kingston On Line Services provides a line of sight signal. ANY interruption to my service will impact my ability to carry on business. When the turbines are being installed - using huge cranes - and even the permanent location of the turbines can potentially cause great problems with my internet service. What will your company do to alleviate this issue and anticipate such down time - notifying me at least two days in advance of such work? If the installed turbines with a blade sweep area of 2 acres negatively impact my internet service - how will you help rectify the situation?	Windlectric appreciates this concern and has previously studied the potential interference. At the CWG session 3 held in March, this issue was brought forth and answered: In the unlikely event that signal disruption is experienced, mitigation measures are available to alleviate the impact. These measures will be handled on a case by case basis. This may include replacing the receiving antenna with one that has a better discrimination to the unwanted signals, relocating either the transmitter or receiver, or switching to an alternate means of receiving the information (satellite or other means). Please refer to the project website for past published Q&A logs.	No
81		We are located in the vicinity of three colonies of cats - one that resides at the Plank Farm at [redacted], the other at our house at [redacted] and another at [redacted]. These cats - some are completely feral and some are pets - cross the road throughout the day and evening. Will you indicate to your drivers that this is an area of concern - and that they should be on high alert? Will you request that they reduce speed in these sections so that they could stop safely in order to try to avoid hitting these creatures plus the turtles?	All staff will undergo training which includes awareness of native creatures on the island and not to harm or harass wildlife.	No
		How will hunting be impacted on the Island by your project during Pre-Construction, Construction, Operation and Take Down over the 20-year period? Will you allow proponents who have signed for wind turbines to hunt on their property - using either bow or rifle?	Windlectric staff will be made aware of hunting seasons to ensure awareness and to maximize health and safety of all workers on the project, and the public. Hunting restrictions on private property are within the authority of the landowner, not Windlectric.	No
82	25. Question for Public Meeting Denise Wolfe	Does the project schedule respect the commitment set out in the Wildlife Mitigation Appendix to the Traffic Management Plan: "In areas adjacent to water features (including water crossings, ponds and seasonally flooded areas), road construction and site preparation will occur between October 31st and May 1st to avoid sensitive periods for amphibians, fish and reptiles; • For example, will all culvert replacement and repair be undertaken between October 31 and May 1? • Will all work on seasonally flood South Shore take place after October 31 and before May 1?	The concept of limiting construction from May 1- Oct 31 in the Traffic Management Plan and Wildlife Management Plan was specifically for 3rd Concession Road and four turbines (S03, S09, S11, & S36). The intent of the Wildlife Management Plan was not to restrict construction for the entire island during May 1- Oct 31, but was only related to these four turbines. For this reason, the schedule does not need to be amended as noted. Furthermore, the culverts to address periodic flow are not the kind of water crossing element the commitment was intended to cover because that is not where one would reasonably expect to find turtles.	No
83	26. PCS Comments - Front Road and	The roads by our properties are forced roads. We consider the process related to Schedule 21 of the Operations Plan version 9 and the threat in any court action of substantial costs by Windlectric Inc. to be adversarial and an abrogation of natural justice. Will the Township and	The legal Reference Plan of Survey work detailed in the Operations Plan Schedule 21 Survey Protocol is being done to establish the boundaries of the Loyalist Township road allowance within which the work must be completed. The Windlectric project has no	No

Item	Email Title and Originator	General Question	Response	PCS Applicability
	Third Concession – Caughey Deb Barrett for Susie and Brice Caughey	Windlectric please provide the survey data and the title searches for our properties at [redacted] and [redacted] used to draw the boundaries of the road allowance for the above properties to us so that we may consult with our lawyer? Will the Township respond to our lawyer’s inquiries? Which boundaries of the road allowance are true representations of the survey and title search data and which boundaries were interpreted or inferred by Windlectric’s surveyor? Why did Windlectric’s surveyor install iron bars where none had previously existed at [redacted]?	plans or need to deposit the survey work with any related land registry office, nor with local landowners. However, monument bars defining the surveyed road allowance will be placed in the field.	
84		The “obstacle free zones” are right on the boundaries of the road allowance on Third Concession according to the above sketches. Will Windlectric Inc. commit to not trespass on our properties in any manner including use of driveways and oversailing air rights for the duration of the project?	Windlectric has made such a commitment in the approved Operations Plan (e.g., Section 1, “Windlectric commits that no field construction activity or road modifications will encroach beyond the boundary line for the Township’s road allowance/right-of-way on properties for which Windlectric does not have land use rights.”).	No
85		Our family operates a dairy farm on Third Concession. Will Windlectric commit that the milk truck will be able to access our property daily without exception from the 11:30 am ferry via Stella Forty Foot and Third Concession in both directions so that our milk can be transported safely back on the 1:00 ferry?	The Operations Plan commitments do facilitate truck travel to this location, within those time periods.	No
86		A revised Pre Construction Study was submitted to the Township on August 29, 2017 after notice of this meeting was provided and no printed version was available on the Island. The most recent version of the Plan and Profile Drawings shows extensive “repair” of Front Road by our property as shown on the sketch below with excavation, installation of a Terrafix Combigrid, and 9 inches of gravel. Why is extensive repair required when the Operations Plan says that only 40 trucks will use this section of road for turbine delivery? Where exactly are the “repairs” proposed (please provide a detailed schematic showing exactly where “repairs” are proposed)?	The portion of Front Road east of turbine S30 will be strengthened in advance of Project use. The portion of Front Road between the Project dock access and turbine S30 will not be improved prior to Project use given the relatively light Project use (delivery of four turbines). This handling is consistent with the approved Operations Plan and recommendations of the Project Engineer’s geotechnical report – see PCS Section B.01.	Yes
		How will our designated house and stone wall be protected as vibration from the road works will likely exceed vibration from turbine deliveries?	Project drawings for portions of Front Road between the Project dock access and turbine S30 do show, as applicable, repair details for asphalt and aggregate topped sections. These details are provided to describe the work that may be required, consistent with Section 2.6 of the approved Operations Plan.	No
87		Where and when exactly will the PPV monitor be installed to track the damage to home and our dry stone wall on Front Road?	The approved Operations Plan details monitoring and preventative measures throughout Project execution in Section 2.13 and Schedule 17.	No
88	27. Use of the Lafarge Dock APAI	Vigilant 1, a vessel from McKeil Marine, has made a number of trips from the Lafarge dock to the Amherst Island Wind Project Dock this morning Tuesday September 6. Has the use of the Lafarge dock been addressed by the Township in the Road Use Agreement, the Operations Plan, and the Pre Construction Study? What materials including hazardous goods are being transported? Are the residents of Bath aware of the traffic implications?	Damage is not anticipated to occur at homes or identified cultural resources. As per Schedule 17 of the Operations Plan, final locations will be established by the acoustical consultant, Stantec. Nevertheless, Windlectric will be monitoring vibration when construction activity (heavy vehicles moving past the property) is within 50 meters of the property. Please refer to Schedule 17 for more details.	No
89	28. Questions seeking answers Peter Large, P.Eng.	Repeat transmittal of email #8 above.	See response to emails #1 and 6 (items #1 – 7 and #22 – 24, respectively) for response to queries about Project use of the Lafarge dock.	No
			See responses to email #8 (items #27, 28, and 29) above.	Yes

Item	Email Title and Originator	General Question	Response	PCS Applicability
90	29. Repairs to Front Road Michelle Le Lay	1) Can you explain why in the PCS, the Annex D: Pre Construction Preparatory Work, every drawing for Front Road, from the Island Dock Road to Marshall 40 Foot has a notation for either; "asphalt pavement repairs" or "granular road repairs" that would require excavation of the road, installation of Terrafix Combigrid and installation of gravel or asphalt paving. This includes the road by the school and through the village.	Project drawings for portions of Front Road between the Project island dock access and turbine S30 do show, as applicable, repair details for asphalt and aggregate topped sections. These details are provided to describe the work that may be required, consistent with Section 2.6 of the approved Operations Plan.	Yes
91		Could you clarify what "repairs" to Front Road are planned?	No repairs are planned. Repair will only be performed on this section of Front Road if there is an unanticipated local failure.	Yes
92		Will any of the "repairs" occur prior to the delivery of all turbine parts?	No.	Yes
93		How many trucks will be required to complete the repairs?	The number of truck trips required to perform repairs to Front Road, if any, will depend on the number and length of each repair.	Yes
94		Will the Township amend the Pre Construction Study to require that all "repairs" to Township roads will require submission of detailed drawings, a proposed schedule for the works, notice to the public, and Township approval prior to any work?	Drawings for potential repairs are provided, consistent with the specific repair cross-sections described in the approved Operations Plan. If such work becomes necessary, it will be scheduled and communicated in accordance with the provisions of the Operations Plan.	No
95		Will the Township require the addition of this proviso to all drawings for Front Road from the Island Dock to Marshall 40 Foot?	Question directed to Township.	No