

APPENDIX

B-3 *CLASS EA CONSULTATION MATERIALS*

Notice of Commencement

Notice of Public Information Centre (PIC) #1

Public Information Centre #1 In-Person Display Boards and Online Presentation Slides

Public Information Centre #1 In-Person Display Boards and Online Presentation Slides

Notice of Commencement - March 31, 2022

**Notice of Study Commencement
Class Environmental Assessment Study
For the 230 kV Transmission Project**

THE STUDY

PUC Transmission LP has initiated a Class Environmental Assessment to evaluate alternatives for a double circuit 230 kV line and a 230/115/34.5 kV substation in the City of Sault St. Marie as part of an expansion of the electrical supply related to load expansion at Algoma Steel. The 230-kV line that will be approximately 14 km long, will start from Third Line Transformer Station (TS), which is located in the City of Sault St. Marie, and will terminate in a new 230/115/34.5 kV substation, which will be located at or near the Algoma Steel plant.

This Study will identify the effects on the environment for the potential circuit routes and determine the preferred route. The Study Area and sites under consideration are shown in the Key Map.

THE PROCESS

The Study is being conducted in accordance with the planning process for Category 'B' projects, subject to the Class Environmental Assessment for Minor Transmission Facilities as amended, approved under the *Ontario Environmental Assessment Act* and *Ontario Regulation (O.Reg.) 116/01* (the electricity project regulation). The Class Environmental Assessment process includes public and agency consultation, the evaluation of alternatives, assessment of the potential effects of the proposed project and the identification of mitigation measures.

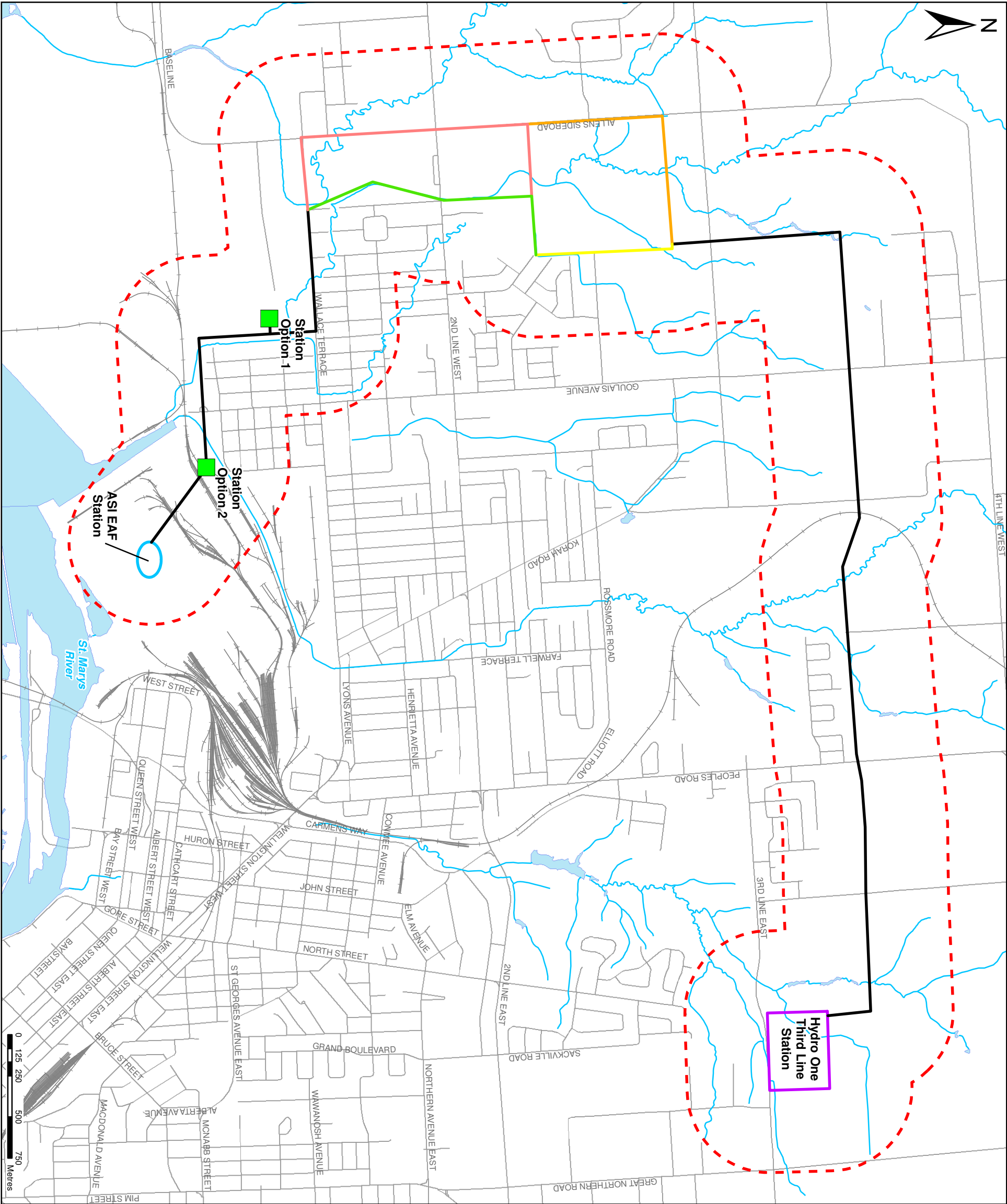
The public will have the opportunity to participate in multiple in-person and virtual open houses to discuss the project as the Study proceeds.

To provide comments, request additional information or to be added to the Project mailing list, please contact either of the following Project Team members or visit our website at www.PUCTransmissionLP.com.

Dominic Parrella, P. Eng. Executive Lead, Special Projects PUC Transmission LP Tel.: (705) 941-8386 Email: dominic.parrella@ssmpuc.com	Jeremiah Pariag Consultation and Engagement Lead WSP Canada Inc. Tel.: (289) 835-2548 Email: jeremiah.pariag@wsp.com
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Under the *Freedom of Information and Protection of Privacy Act* (FIOPPA) and the *Access to Information Act*, comments, and information regarding this project, with the exception of personal information, will become part of the public record.





<div>LEGEND:</div> <div><div>ROUTE OPTION 1</div><div>ROUTE OPTION 2</div><div>ROUTE OPTION 3</div><div>ROUTE OPTION 4</div><div>COMMON ELEMENTS TO ALL OPTIONS</div><div>LOCAL STUDY AREA – 500 m RADIUS</div><div>NEW PUC STATION OPTIONS</div><div>ALGOMA STEEL INC. (ASI) ELECTRIC ARC FURNACE (EAF) STATION</div><div>HYDRO ONE THIRD LINE STATION</div></div>			
<div>TITLE:</div> <div>PROPOSED STUDY AREA AND ROUTE OPTIONS</div>			
<div>PROJECT:</div> <div>SAULT STE. MARIE 230 KV TRANSMISSION PROJECT: CLASS EA SAULT STE MARIE, ONTARIO</div>			
<div>CLIENT:</div> <div>PUC TRANSMISSION LP</div>			
<div><div><div><div></div><div></div></div><div>GOLDER</div></div></div>		<div>PROJECT NO.:</div> <div>221-01502-00</div>	<div>REVIEWED BY:</div> <div>CS</div>
<div>DATE:</div> <div>MARCH 2022</div>		<div>FIGURE:</div> <div>1</div>	

Public Information Centre #1 Summary Report
including Notice, Display Materials, and Table Maps

PUC TRANSMISSION LP

PUC TRANSMISSION CATEGORY 'B' CLASS
ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION CENTRE #1
SUMMARY REPORT





PUC TRANSMISSION CATEGORY 'B' MINOR TRANSMISSION CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE #1 SUMMARY REPORT

PUC TRANSMISSION LP

PROJECT NO.: 221-01502-00

DATE: JULY 19, 2022

WSP

WSP.COM

REVISION HISTORY

VERSION	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
Draft	June 30, 2022	Jad Murtada	Lina ElSetouhy Jeremiah Pariag	Tamara Skillen
Final	July 19, 2022	Jad Murtada	Lina ElSetouhy Jeremiah Pariag	Tamara Skillen

SIGNATURES

PREPARED BY



July 19, 2022

Jad Murtada
Environmental Planner

DATE

APPROVED BY



July 19, 2022

Tamara Skillen
Environmental Impact Assessment Lead

DATE

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1 INTRODUCTION

PUC Transmission LP (PUC) retained WSP Canada Inc. (WSP) to undertake the Class Environmental Assessment (EA) study to evaluate alternatives for a double circuit 230 kilovolt (kV) line and a 230/115/34.5 kV substation in the city of Sault St. Marie as part of an expansion of the electrical supply related to load expansion at Algoma Steel. The 230 kV line, which will be approximately 14 kilometres (km) long, will start from Third Line Transformer Station (TS), located in the city of Sault St. Marie, and will terminate in a new 230/115/34.5 kV substation, which will be located at-or-near the Algoma Steel plant.

This report documents the purpose, logistics and outcomes of Public Information Centre (PIC) #1, which was conducted in person on May 26, 2022 from 4:30PM to 7:30PM and virtually on May 31, 2022, from 6:00PM to 7:30PM EST.



2 PURPOSE OF THE PUBLIC INFORMATION CENTRE #1 (PIC #1)

The purpose of the first PIC was to:

- Outline the PUC Transmission Class EA study purpose, study area, and draft problems and opportunities statement;
- Outline the Class EA for Minor Transmission Facilities process and study timeline;
- Provide an overview of the Project site and its location within Sault Ste. Marie;
- Provide an overview of Environmental Studies;
- Provide to the public and to stakeholders the opportunity to share information; and,
- Collect feedback on the presented materials.

This PIC is the first of two PICs that will be held to engage the public over the course of the EA study.

3 PIC #1 LOGISTICS

3.1 PIC #1 LOCATION, DATE, AND TIME

The first PIC was held as noted below:

Format:	In Person	Virtual
Date:	Thursday, May 26, 2022	Tuesday, May 31, 2022
Location:	Northern Community Centre (556 Goulais Ave, Sault Ste. Marie, ON, P6C 5A7)	Virtually via Zoom Webinar
Time:	4:30PM to 7:30PM	6:00PM to 7:30PM

3.2 PIC #1 FORMAT

The in-person PIC was held as a drop-in style, open house format. Project Team members were available to discuss the Project one-on-one with the attendees. Attendees were asked to sign in at the register at the reception desk, and were provided with comment forms to provide written feedback.

Website visitors could provide comments or questions to the Project Team via the Project website or by phone or email until June 9, 2022. Questions received after this date were responded to, but not included in this Summary Report.

Materials for the PIC were posted online on the project website at <https://puctransmissionlp.com/>. For details about the PIC #1 display materials, please refer to **Section 3.6** of this report.

3.3 PIC #1 NOTIFICATION

WSP notified residents within the project Study Area (see **Figure 3-1**) of PIC #1 by way of mailed letters on May 12, 2022. The Notice of PIC #1 was sent via e-mail to contacts on the Project's Master Stakeholder Contact List on May 19, 2022. PUC Transmission LP also posted the Notice of PIC #1 on the EA Study webpage on May 13, 2022. Additionally, the Notice was published in the *SooToday*, *Sault Online*, and *Sault Star* newspapers on May 12, 2022 and May 19, 2022. The Notice of PIC #1 is included in **Appendix A**.

On May 19, 2022, WSP provided a copy of the Notice to stakeholders included in the Master Stakeholder Contact list via email, including:

- Government agencies;
- Elected officials;
- Municipal staff; and
- Community organizations.

A copy of the Master Stakeholder Contact list and email notifications for the above noted stakeholders is included in **Appendix B**.

On May 25 2022, Indigenous communities and organizations were notified of PIC #1 via email. The copies of the emails sent to Indigenous communities and organizations are included in **Appendix C**.

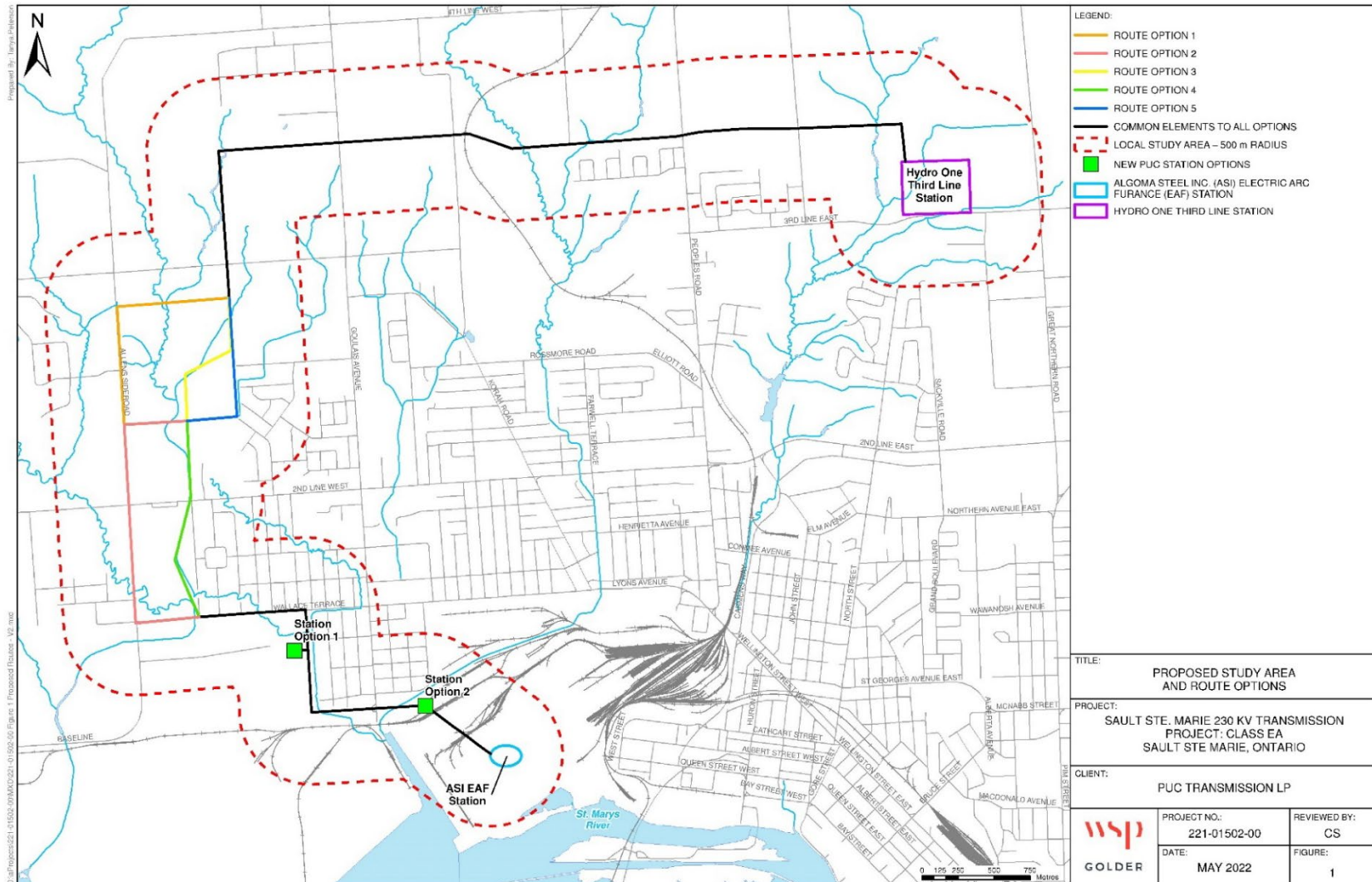


Figure 3-1 Project Study Area and Alternative Route and Station Options

3.4 STAFF ATTENDANCE

The following PUC and WSP staff members attended the PIC.

Table 3-1 PUC and WSP Staff in Attendance at PIC #1

PROJECT TEAM MEMBER	ORGANIZATION	IN PERSON	VIRTUAL
Kevin Bell	PUC Transmission LP	X	X
Dominic Parrella	PUC Transmission LP	X	X
Jairus Patterson	PUC Transmission LP	X	X
Katie Elliot	PUC Transmission LP	X	X
Lina ElSetouhy	WSP Canada Inc.	X	X
Jeremiah Pariag	WSP Canada Inc.	X	X
David Spacek	WSP Canada Inc.	X	
Tamara Skillen	WSP Canada Inc.		X
Jad Murtada	WSP Canada Inc.		X

3.5 PIC #1 DISPLAY MATERIALS

The information for the Class EA study was presented to the public on display boards at the in-person PIC and through an online presentation at the virtual PIC.

The following exhibits were presented at the PIC:

IN-PERSON

VIRTUAL

<ul style="list-style-type: none"> — Welcome Sign (in-person sign-in) — Project Overview — Project Description (How the project will support the region) — Class EA Process (text and graphic) — Study Purpose — Route and Station Options Map — Project Technical Description — Route and Station Options Rolls Plans — Route and Station Options Evaluation Process — Example of Evaluation Criteria — Frequently Asked Questions — Next Steps and Contact Information 	<ul style="list-style-type: none"> — Virtual PIC Zoom Webinar pre-registration — Project Overview — Project Description (How the project will support the region) — Class EA Process (text and graphic) — Study Purpose — Route and Station Options Map — Route and Station Options Evaluation Process — Example of Evaluation Criteria — Frequently Asked Questions — Next Steps and Contact Information
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Printed large size table maps were made available at the in-person PIC. Attendees could attach notes to specific locations on the maps to provide comments related to those locations. A total of six comments were attached to the table maps by attendees and have been included in the comment summary in **Section 4** of this report.

A copy of the PIC display materials can be found in **Appendix D**.

At the virtual PIC, a presentation was made that detailed the process and study objectives for the Class EA study, as well as answers to frequently asked questions. There was a total of 26 slides.

The presentation and display materials were also made available online on PUC's website:

www.PUCTransmissionLP.com.

The PUC website provided the online materials in a PDF format. A copy of the downloadable PDF presentation and display materials is attached in **Appendix D**.

The PIC materials were published as noted below:

Date Published	May 26, 2022
Formal Viewing and Comment Period	May 26 – June 9, 2022
Project Webpage	www.PUCTransmissionLP.com
Display Panels Publication (URL Address)	https://puctransmissionlp.com/documents/dl/?versionID=5&catID=1



Members of the public were invited to provide comments by emailing WSP's Consultation and Engagement Lead, Jeremiah Pariag, at the project email: Jeremiah.Pariag@wsp.com.

Please refer to **Section 5** of this Summary Report for more details about the comments received.

4 SUMMARY OF FEEDBACK

4.1 PIC ATTENDANCE

A total of 23 participants attended the in-person PIC and seven attended the virtual PIC.

During the in-person PIC, participants discussed the project one-on-one with staff, and had opportunity to provide written comments. Four written comments were received during the in-person PIC. Six additional comments were received by email following the PIC during the comment period.

During the live PIC #1 event, attendees participated using the Q&A function in Zoom. Four comments were received during the virtual PIC via the Q&A. A copy of the chat and comment forms can be found in **Appendix E**.

The formal comment period was from **May 26, 2022 – June 9, 2022**. The correspondence record is included in **Appendix E**.

These meetings were not attended by any elected officials, Indigenous Communities, or agencies. Twenty-three (23) members of the public attended the PIC in person. Six members of the public and one member of the media attended the virtual PIC.

4.2 FEEDBACK RECEIVED

Feedback was received following the Notice of PIC #1, during the live PIC #1 event, online via the project website comment form and subsequently by email to jeremiah.pariag@wsp.com.

The following summarizes the main concerns and interests expressed in the comments received from the general public via email and project website comment form, the in-person PIC Comment Forms, the verbal discussions during the in-person PIC, and in the chat function during the virtual PIC event.

4.2.1 GENERAL COMMENTS OR INQUIRIES

The following summarizes the main concerns expressed in the comments received from the public. Several comments received were not related to the Class EA study; therefore, were not included in the following. General concerns, comments, and/or inquiries related to the Class EA study and design, and implementation of the project were received including:

- Several comments related to potential impacts to specific properties located within the study area.
- Requests for property expropriation/acquisition compensation discussions as soon as possible.
- Suggestion for an alternate common elements route and request for more information regarding how potential power losses and extra costs of the common elements route was assessed.
- Requests to protect existing mature trees along Allens Sideroad (6 ft+, 6" DBH, white spruce).
- Note that the forest adjacent to Allens Side Road contains much wildlife and a fish sanctuary in the creek.
- Request for southern section of the common elements route to move further north.
- Request for proposed poles along Peoples Road to move closer to the road at the southern section of the common elements route due to proximity to existing residence.
- Questions regarding potential capacity and usage of the proposed transmission line beyond meeting Algoma Steel's needs for the future Electric Arc Furnace Station.
- Question about whether commercial/industrial companies other than PUC and Algoma Steel will require access to the proposed transmission line.

- Question about whether underground lines have been considered.
 - Concerns related to potential decrease in property value as a result of the project.
 - Concerns about visual impacts due to the proposed transmission line, even for residents not directly affected.
 - Concerns about potential impacts to ATV and snowmobile access once the transmission line is built.
 - Concerns about potential impacts to the natural environment (i.e., wildlife / watercourse protection).
 - Concerns about potential noise emission from the proposed transmission line.
 - Concerns about potential impacts of electromagnetic fields (EMF) to human health.
-

4.2.2 SUPPORT FOR THE CLASS EA STUDY

The following summarizes comments supporting the study received during and following PIC #1:

- Support for route option 4.
- General comments of support for the Project as a whole.
- Support for route option 4 to avoid selection of the Allen's Side Road route and impacts to large trees along the road.



A NOTICE OF PIC #1

**Notice of Public Information Centre #1
Class Environmental Assessment Study
For the 230 kV Transmission Project**

THE STUDY

In March 2022, PUC Transmission LP initiated a Class Environmental Assessment (EA) to evaluate alternatives for a double circuit 230 kilovolt (kV) line and a 230/115/34.5 kV substation in the City of Sault Ste. Marie, as part of an electrical supply expansion related to load increases at Algoma Steel. The 230 kV line that will be approximately 14 km long, will start from Third Line Transformer Station (TS) in the City of Sault Ste. Marie, and will terminate in a new 230/115/34.5 kV substation, which will be located at or near the Algoma Steel plant. There are two location options for the new substation.

This study will identify the potential effects on the environment from each of the circuit route and substation location options, and then determine the preferred options. The Study Area, route options, and substation location options under consideration are shown in the attached map.

PUBLIC INFORMATION CENTRE #1

Public input and feedback are an important part of project planning, and the Class EA process provides opportunities for us to hear from you. We encourage you to attend our upcoming Public Information Centre (PIC) to learn more about the route and station options, and the selection process. Members of the Project Team will be available to discuss the approvals process, environmental studies, considerations, and mitigations, as well as the anticipated construction schedule.

IN-PERSON PIC #1 DETAILS*

Date: May 26th, 2022

Time: 4:30PM to 7:30PM

Location: Northern Community Centre
(556 Goulais Ave, Sault Ste. Marie, ON,
P6C 5A7)

Registration: Please sign-in at the PIC

* Please note that masks are required for the in-person PIC.

VIRTUAL PIC #1 DETAILS

Date: May 31st, 2022

Time: 6:00PM to 7:30PM

Location: To be held virtually via Zoom
(Link to be provided upon registration)

Registration: visit www.PUCTransmissionLP.com

To provide comments, request additional information, or be added to the Project mailing list, please contact either of the following Project Team members or visit our website at:

www.PUCTransmissionLP.com.

Dominic Parrella, P. Eng.

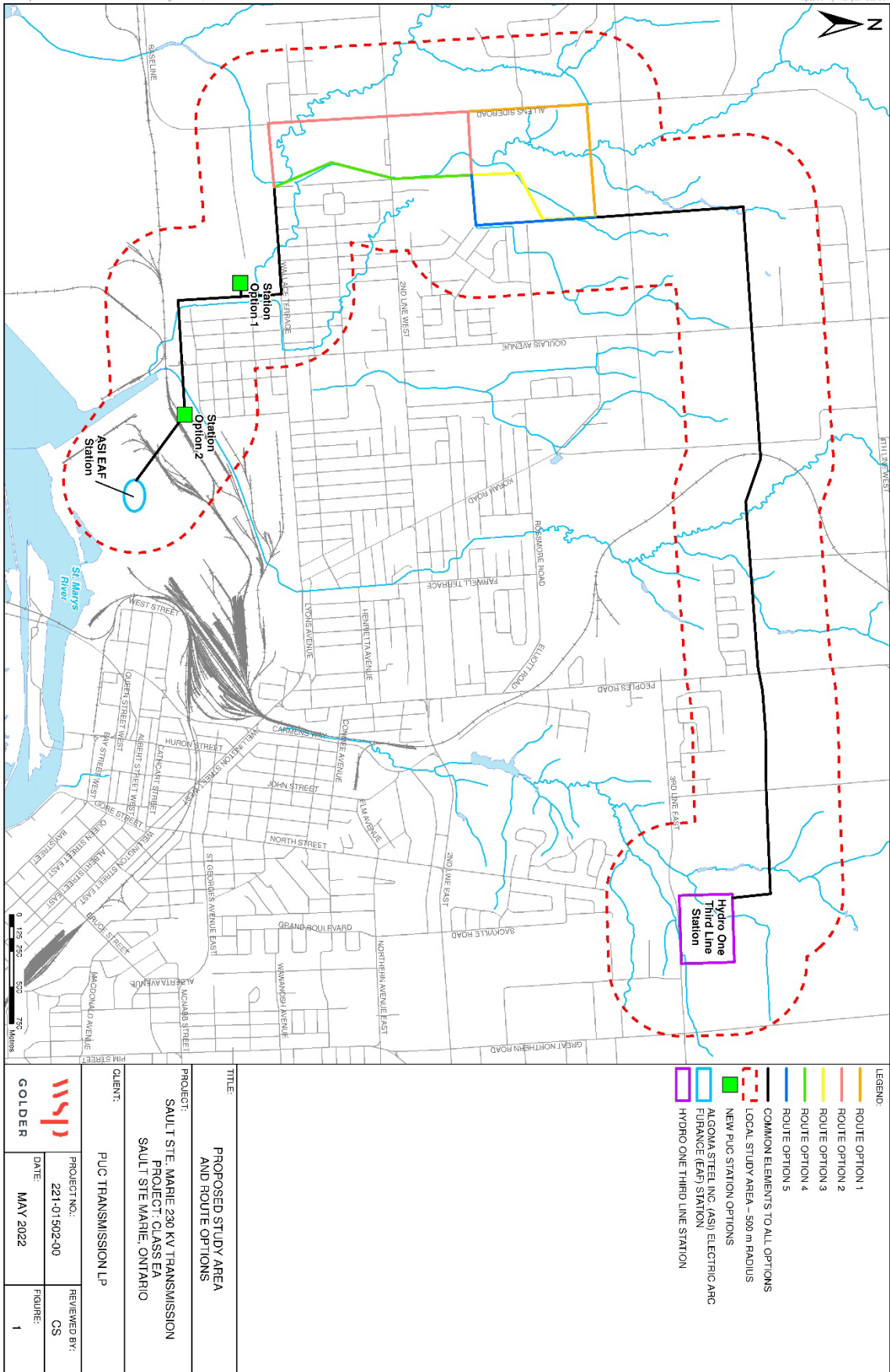
Executive Lead, Special Projects
PUC Transmission LP
705-941-8386
dominic.parrella@ssmpuc.com

Jeremiah Pariag

Consultation and Engagement Lead
WSP Canada Inc.
289-835-2548
jeremiah.pariag@wsp.com

Under the *Freedom of Information and Protection of Privacy Act* (FIOPPA) and the *Access to Information Act*, comments, and information regarding this project, with the exception of personal information, will become part of the public record.







B MASTER STAKEHOLDER CONTACT LIST

Government Review Team - Agencies Contact List

Full Name	Position
Provincial Ministries	
Ministry of Environment, Conservation, and Parks	
Shelly Wainio	MECP, Northern Region
General	
Ministry of Agriculture, Food, and Rural Affairs (OMAFRA)	
Jocelyn Beatty	Rural Planner
Ministry of Energy	
Andrea Pastori	Cabinet Liaison and Strategic Policy Branch Coordinator
Ministry of Northern Development, Mines, Natural Resources and Forestry	
Mary Perry	Manage, Strategic Support Unit
Omerdin Omer	Initiatives Coordinator, Strategic Support Unit
Jennifer Paetz	Initiatives Coordinator, Strategic Support Unit
Justin Standeven	Regional Planning Coordinator, Northeast Region
Ministry of Heritage, Sport, Tourism, and Culture	
Karla Barboza	Team Lead, Heritage Planning Unit
Jack Mallon	Heritage Planner, Heritage Planning Unit
Ministry of Indigenous Affairs	
TBD based on MECP consultation	
Ministry of Municipal Affairs and Housing	
Anna Little	Manager, Community Planning and Development
MTO	
John Fraser	Manager-North Bayl
Ministry of Economic Development, Job Creation and Trade	
Shireen Mohammed	Manager
Nathan Hammill	Senior Policy Advisor
Infrastructure Ontario	
Joanna Brown	Environmental Specialist
Dave Macey	Ainsely's out of office
Ainsley Davidson	Director, Land Use Planning
Joanna Craig,	Portfolio Analyst
General	
Sault Ste Marie Region Conservation Authority	
General	
Ontario Provincial Police	
Jennifer Davey	Administrative Assistant
Emergency Services	
Kate Kirkham	Chief, Paramedic Services
Police Services	
General	
Enbridge	
Naadia Carrier	Supervisor Construction Project Management

Indigenous Communities Contact List

TITLE	FULL NAME	JOB TITLE	COMMUNITY
	Dean Sayers	Chief	Batchewana First Nation
	Danny Sayers Jr.	Consultation Coordinator	Batchewana First Nation
	Andy Rickard	Chief	Garden River First Nation
	Cheyenne Nolan	Consultation Coordinator	Garden River First Nation
	Patricia Tangie	Chief	Michipicoten First Nation
	Kim Powley	President	MNO Historic Sault Ste. Marie Métis Council
	Consultation Advisor	Justin Hunt	MNO Region 4

City Staff

FULL NAME	JOB TITLE	DEPARTMENT
Daniel Perri	Area Coordinator Wastewater	Public Works and Engineering Services
Carl Rumiel	Manager, Design & Transportation Engineering	Public Works and Engineering Services
Maggie McAuley	Municipal Services Engineer	Engineering Division, Public Works and Engineering Services
Catherine Taddo	Land Development and Environmental Engineer	Engineering Division, Public Works and Engineering Services

Elected Officials Contact List

TITLE	FIRST NAME	LAST NAME	JOB TITLE
Local and Regional Councillors			
Mayor	Christian	Provenzano	Mayor
Councillor	Paul	Christian	Councillor (Ward 1)
Councillor	Sandra	Hollingsworth	Councillor (Ward 1)
Councillor	Luke	Dufour	Councillor (Ward 2)
Councillor	Lisa	Vezeau-Allen	Councillor (Ward 2)
Councillor	Donna	Hilsinger	Councillor (Ward 3)
Councillor	Matthew	Shoemaker	Councillor (Ward 3)
Councillor	Marchy	Bruni	Councillor (Ward 4)
Councillor	Rick	Niro	Councillor (Ward 4)
Councillor	Corey	Gardi	Councillor (Ward 5)
Councillor	Matthew	Scott	Councillor (Ward 5)
MPPs			
MPP	Ross	Romano	MPP
MPs			
MP	Terry	Sheehan	MP



C INDIGENOUS COMMUNITY LETTERS

See Appendix D-4 of the ESR

D PUBLIC INFORMATION CENTRE #1 DISPLAY MATERIALS

Class Environmental Assessment Study for the 230 kV Transmission Project

Category “B” Class Environmental Assessment for the 230 kV Transmission Project

**Online Public Information Centre #1
May 31st, 2022**



Indigenous Land Acknowledgement

As we begin, we take time to acknowledge and recognize, though we are gathered virtually, we are here today as a community on the Robinson-Huron Treaty territory and the land upon which we are gathered is the traditional territory of the Anishinaabe, Cree and Métis people. To the Anishinabek people this sacred and spiritual place has been known since time immemorial as Bawating. As we continue to learn and respect the past relationships with our indigenous communities, we thank them for allowing us to work together, and look forward to further strengthening these bonds and thriving together into the future.

Presentation Etiquette:

- Be patient: virtual meetings don't always run as smoothly as planned.
- Be respectful: discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.

The comment period for this meeting is from May 26th – June 9th, 2022.

For ongoing updates, please visit the project website at www.PUCTransmissionLP.com. If you have any questions or wish to be added to the mailing list, please contact:

Jeremiah Pariag

Consultation and Engagement Lead

WSP Canada Inc.

jeremiah.pariag@wsp.com

Agenda

1. Project Overview
2. Class Environmental Assessment Process
3. EA Study Purpose and Route Alternatives
4. Summary of Feedback received during Notice of Commencement Comment Period
5. Next Steps

Project Overview



Project Overview

A safe and reliable power supply is essential to ensure Northeastern Ontario can continue to grow now and into the future.

In early 2021, PUC (Transmission) LP was incorporated as an Ontario regulated transmission company. In October 2021, PUC Transmission was approved for a transmission licence by the Ontario Energy Board (OEB).

PUC Transmission will be investing in the order of \$100 million to construct new transmission facilities that will provide power to Algoma Steel's new electric-arc furnaces.

The new power supply to Algoma Steel will supply the increased power needs for Algoma Steel and substantially lower the carbon footprint for the community.

This project requires undertaking a Class Environmental Assessment (Class EA) which began in 2021.

Through the Class EA process, our team assessed several route and station alternatives, and based on information gathered and feedback received, a preferred route will be selected.

How the Project will support the Region

- The proposed line and station will supply Algoma's new electrical load of 300MW.
- The new PUC 230 kV transmission line will convey electricity from Hydro One's Third Line Station in the city's north end to a new PUC transformer station in the west end, near Algoma Steel.
- The new transmission facilities will support the steel plant and its \$700 million project to build and operate two new state-of-the-art electric arc furnaces. Algoma Steel noted that their investment will lead to a 70% reduction in carbon emissions.
- The project will support the local economy and communities by creating new direct and spinoff jobs.



Class Environmental Assessment Process



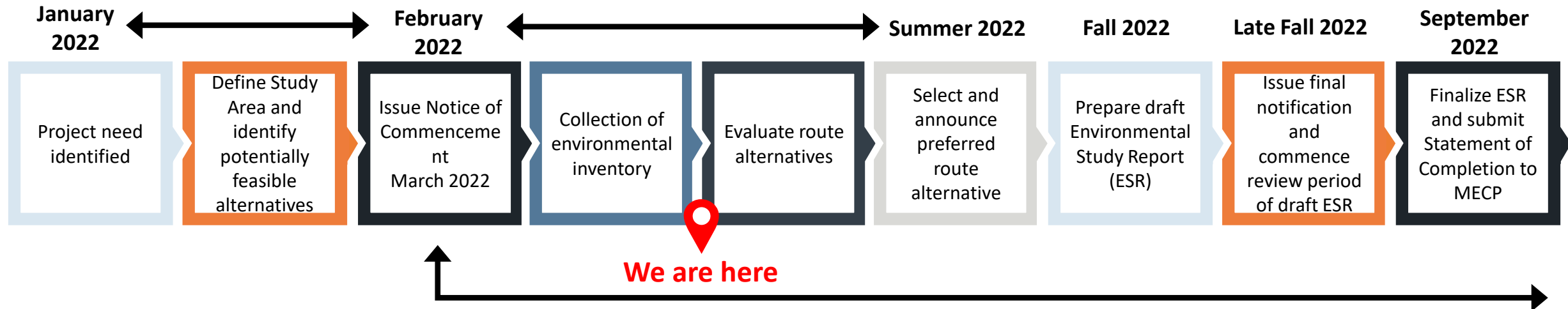
What is a Class Environmental Assessment?

The Class Environmental Assessment (Class EA) for Minor Transmission Facilities sets out a planning and decision-making process for projects with predictable environmental effects that are likely to be mitigated.

Key Components

- Consultation with elected officials; government agencies; Indigenous communities and people; potentially affected and interested persons, affected businesses and interest groups.
- Collection of environmental data and a description of existing conditions.
- Identification and evaluation of alternative methods of undertaking the Project.
- Identification of potential environmental effects of the Project and mitigation measures.
- Selection of preferred Route Alternative.

Class Environmental Assessment Process



WHERE WE ARE:

Ongoing engagement with Indigenous communities and organizations, community members, elected officials, interest groups and government agencies

- The Notice of Commencement was issued on March 30th, 2022 to officially commence the collection of environmental inventory and kicking off the evaluation of the route alternatives.
- As a next step, a preferred route alternative will be selected and announced.

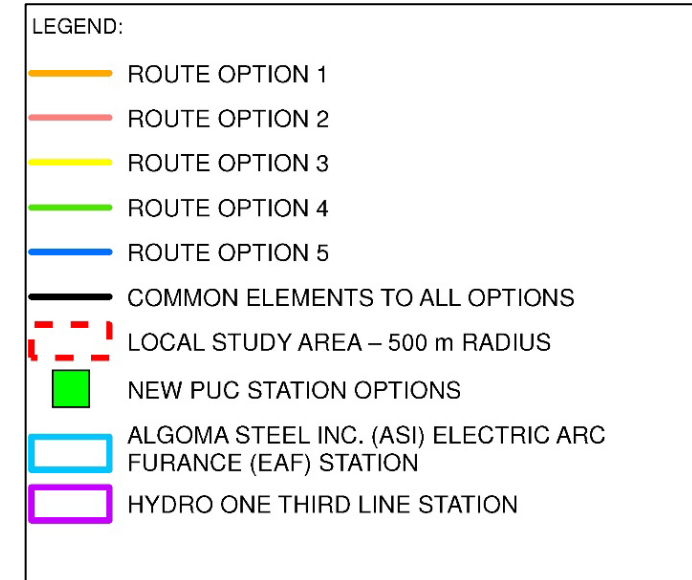
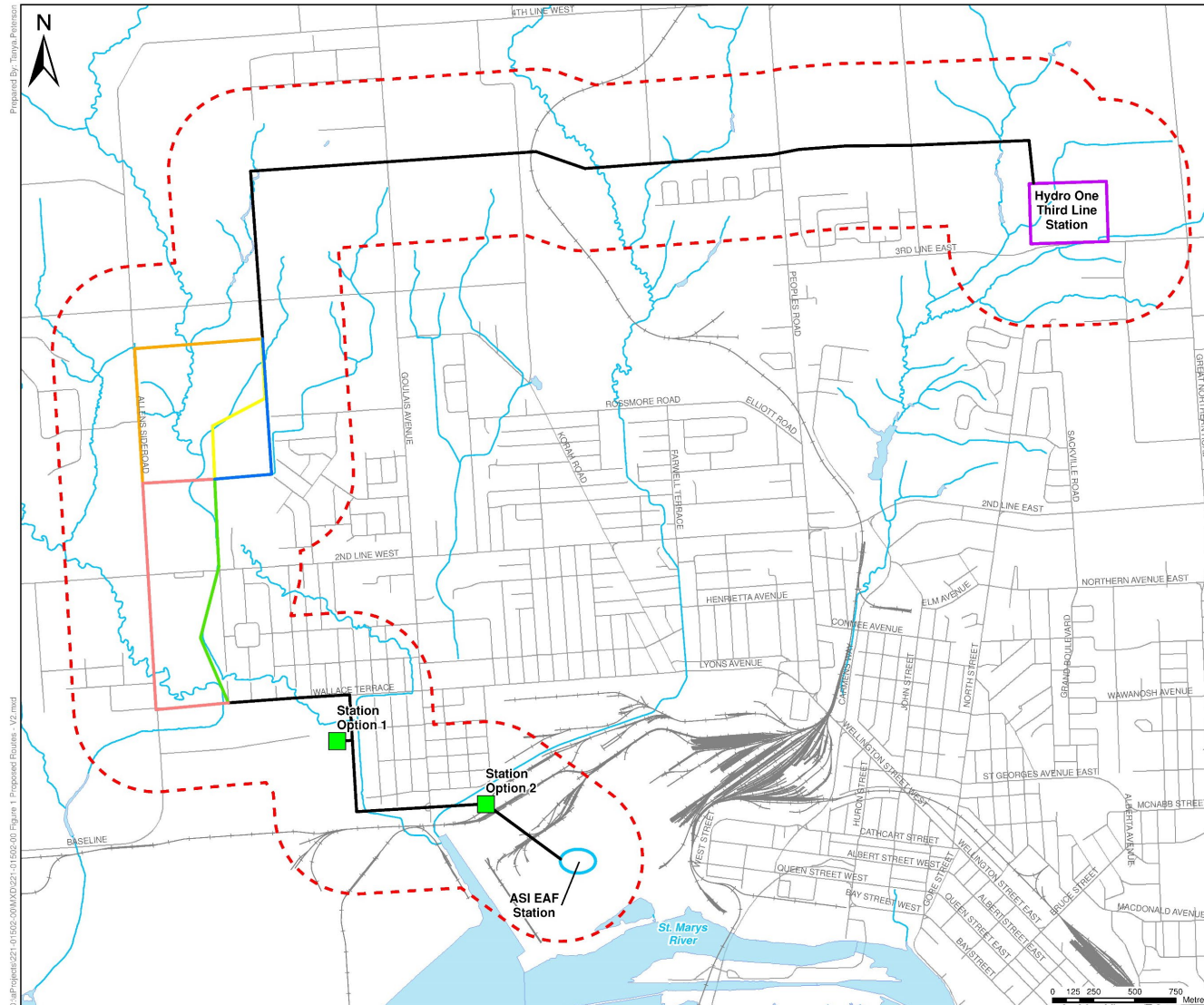
EA Study Purpose and Route Alternatives



Study Purpose

- In March 2022, PUC Transmission initiated a Class Environmental Assessment to evaluate route alternatives for a double circuit 230 kV line and a 230/115/34.5 kV substation in the city of Sault Ste. Marie as part of an expansion of the electrical supply related to load expansion at Algoma Steel. The 230 kV line that will be approximately 14 km long, will start from Third Line Transformer Station (TS), which is located in Sault Ste. Marie, and will terminate in a new 230/115/34.5 kV substation, which will be located at or near the Algoma Steel plant.
- This Study will identify the effects on the environment for the potential circuit routes and determine the preferred route. The Study Area and sites under consideration are shown in the Key Map.

Routes We Are Studying



For a detailed look, visit
www.PUCTransmissionLP.com
to view the map.

Evaluation of Routes

To evaluate the route alternatives, PUC Transmission will:

- Meet community members, elected officials, and interest groups through Public Information Centres and other engagement opportunities to gather feedback;
- Consult with Indigenous communities, and,
- Conduct background research and detailed environmental inventories and technical assessments.

Based on the feedback and data collected, PUC Transmission will evaluate each route alternative based on a number of criteria.

Example of Evaluation Criteria



Natural Environment

- Vegetation
- Fish and fish habitat
- Terrestrial and wildlife species
- Species-at-risk
- Natural heritage systems



Cultural Heritage and Archaeology

- Built Heritage Resource
- Cultural Heritage Landscapes
- Archaeological Resources
- Indigenous Communities and Organizations



Socio-economic Environment

- Proximity to existing residences
- Existing infrastructure and utilities (e.g., roads, pipelines, communication towers, etc.)
- Agricultural lands, resources, and operations

What We Heard



Frequently Asked Questions

Question/Comment	Response
How will the environmental effects of the project be identified and assessed?	Environmental studies will be conducted during Spring/Summer 2022 to identify potential effects and proposed mitigation measures for the project. Results of these studies will be included in the draft Environmental Study Report (ESR), which will be made available for public review and comment in Fall 2022.
What will this project resemble locally?	PUC is proposing to install single, steel poles that will look similar to the steel poles along Lyons Avenue between Patrick Street and Korah Road or Second Line west of North Street.

Frequently Asked Questions

Question/Comment	Response
What engagement events will take place as part of this project?	As part of this project, PUC will be hosting two hybrid (in-person and online) public engagement sessions. We recommend you visit our website www.PUCTransmissionLP.com and sign up for our mailing list. We will keep you up to date on all future engagement sessions.
Why wasn't an underground option considered for this project?	An underground option was explored; however, it was determined that this option would not be feasible due to several factors, including higher initial capital costs, higher long-term maintenance costs, longer durations for repairs, and greater disturbance to abutting properties during construction.

Frequently Asked Questions

Question/Comment	Response
How impactful will easements caused by this project be?	In most cases, easements will be over a portion of the affected properties that are already restricted in relation to building purposes. For example, in most cases, the powerline easements will not restrict the use of land further than current restrictions under the Zoning Bylaw. In all cases, buildings subject to the Ontario Building Code are not permitted within the easement limits.
Will our electricity bills go up as a result of the project?	The project is expected to have little to no impact to the rates of PUC Distribution customers.

Frequently Asked Questions

Question/Comment

Response

How will this project impact my property's value, will property taxes increase due to this project, and will I be compensated for easements?

PUC's real estate representatives will work closely with directly impacted property owners to acquire easements that would affect their property. The goal is to secure voluntary property settlements, utilizing independent third-party property appraisers. Each affected property owner will be presented with a formal offer based upon the information contained in a property-specific, third-party appraisal report.

Frequently Asked Questions

Question/ Comment	Response
What will PUC do to mitigate impacts from construction?	<p>Prior to the commencement of construction, the construction contractor will be required to develop and submit a detailed Construction Noise Management Plan to PUC. Also, a Communications and Complaints Protocol will be developed by the construction contractor, which will indicate how and when surrounding local businesses and property owners/tenants will be informed of anticipated upcoming construction works (including work at night), and who they can contact should they have any concerns.</p> <p>When possible, construction will be limited to the time periods allowed by the applicable local bylaws (generally during the daytime hours and during weekdays). However, certain types of construction work can only be completed outside of business hours. Further information can be found here.</p>

Frequently Asked Questions

Question /Comment	Response
Should the public be worried about electromagnetic fields?	<p>On a daily basis, we are exposed to electromagnetic fields (EMFs) generated by household wiring, lighting, and electrical appliances. EMFs are invisible forces that surround electrical equipment, power cords, and power lines. You cannot see or feel EMFs. Every time you use electricity and electrical appliances, you are exposed to EMFs at extremely low frequencies. These appliances include: electric shavers; hair straighteners; blow-dryers; printers; computers; TVs; coffeemakers; ovens; microwaves; refrigerators; toasters; washers; dryers; and more. EMFs are strongest when closest to the source. As you move away from the source, the strength of the fields fades rapidly. When you are inside your home, the electric fields from transformer boxes and high voltage power lines are often weaker than the fields from household electrical appliances. Further information can be found here:</p> <p>https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html</p>

Frequently Asked Questions

Question/Comment

The total potential load (600MW) vastly exceeds what's required for ASI. Is the surplus load on these lines (in excess of what's required by ASI) considered potential infrastructure for the proposed ferrochrome processing facility in the eyes of the PUC and City of SSM? If no, what's the rationale for the additional load? If yes, why hasn't this been explicitly mentioned in public communications thus far?

Response

The new transmission line is not being built for the proposed ferrochrome processing facility. The new transmission line is being constructed to support Algoma Steel's new Electric Arc Furnaces. The line is being built to meet the immediate need of ASI, as well as potentially connecting to PUC Distribution, resulting in another source of power into the west end's distribution system. The double-circuit configuration provides redundancy of supply to accommodate future maintenance or service interruptions. With two circuits on one set of poles, we are providing redundancy that will carry the full Algoma load on one circuit alone, while the other is down for maintenance or due to potential contingency situations, such as weather events.

Frequently Asked Questions

Question /Comment	Response
When will construction commence?	Construction is anticipated to begin by September 2023 and is expected to be completed by December 2024.

Live Q&A Session



Q&A Session



The Q&A session will be moderated by WSP.



Questions will be referred to either the Project Team or PUC to answer.



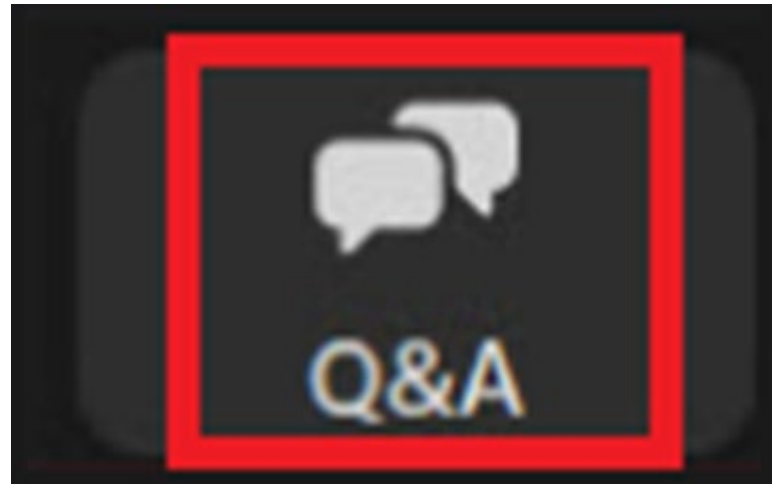
We are committed to responding to all questions. If there are an excess of questions during the allotted time for this meeting, we will respond to all remaining questions via one-on-one discussions, email, and/or in the PIC Summary Report.



If you would like to ask a question, please only do so using the Q&A function. Due to time constraints, we will only be accepting questions via the Q&A function during this session.

Zoom Functionality

- Asking questions using the Q&A function:



If you require technical support, please use the Q&A function.

Question and Answer Session



Next Steps



What Are The Next Steps?

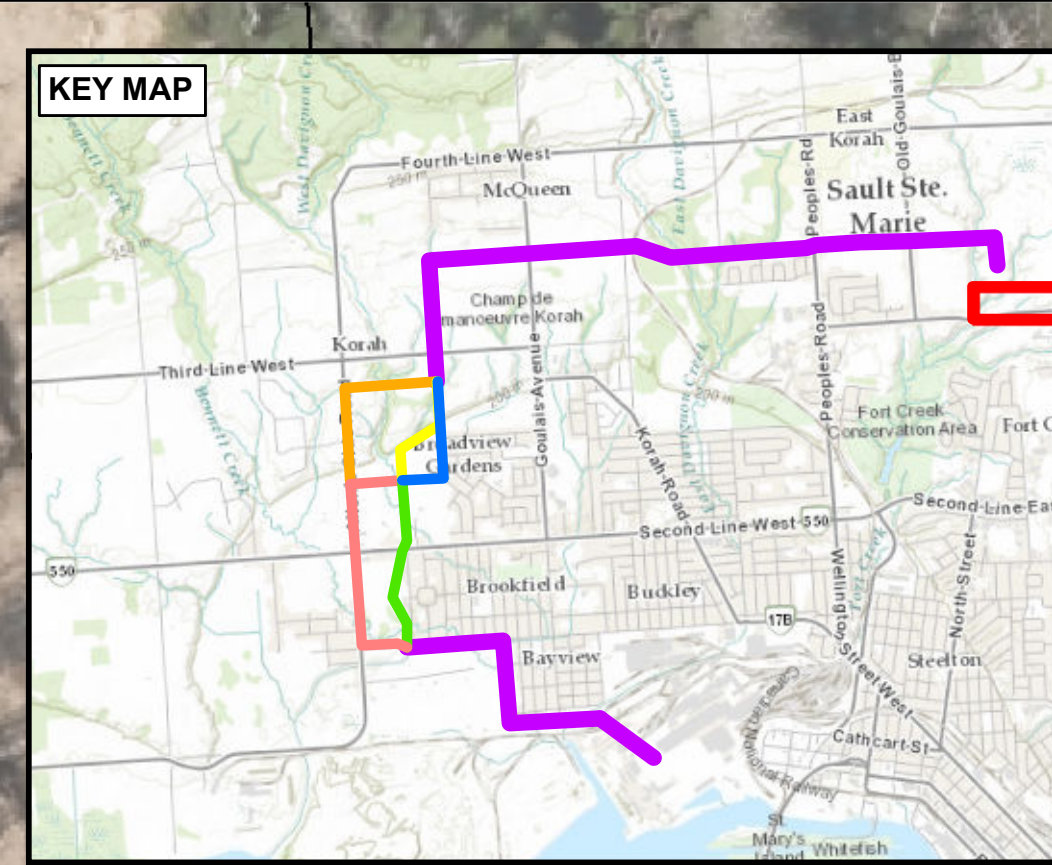
- 1** Summarize and process input received (commenting period: May 26th – June 9th, 2022)
- 2** Prepare environmental studies and preferred route selection
- 3** Continue stakeholder and public consultation
- 4** Prepare for PIC #2 in late Summer 2022

Thank you for participating and contributing to the 230 kV Transmission Line and Station EA Study!

Have more comments? Please visit:
www.PUCTransmissionLP.com

Contact information:

Jeremiah Pariag
Consultation and
Engagement Lead
WSP Canada Inc.
jeremiah.pariag@wsp.com



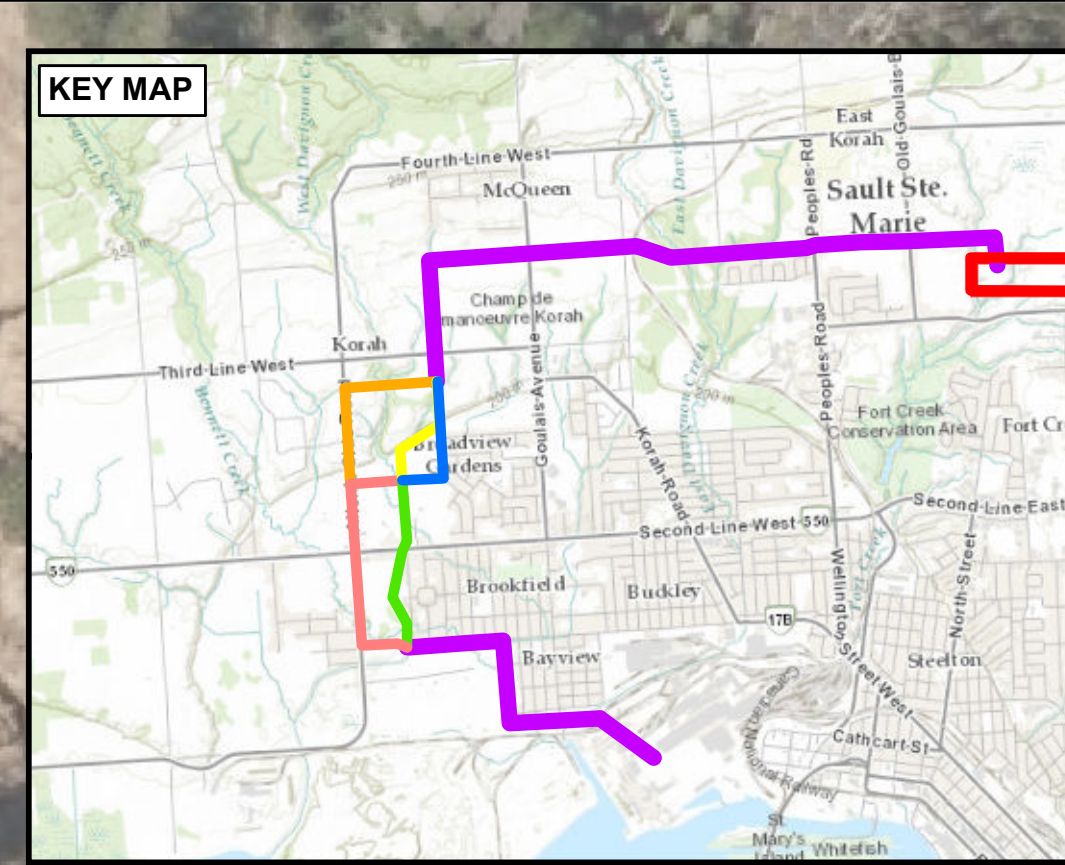
LEGEND

PROPERTY BOUNDARY

wsp

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HYDRO ONE
THIRD LINE STATION

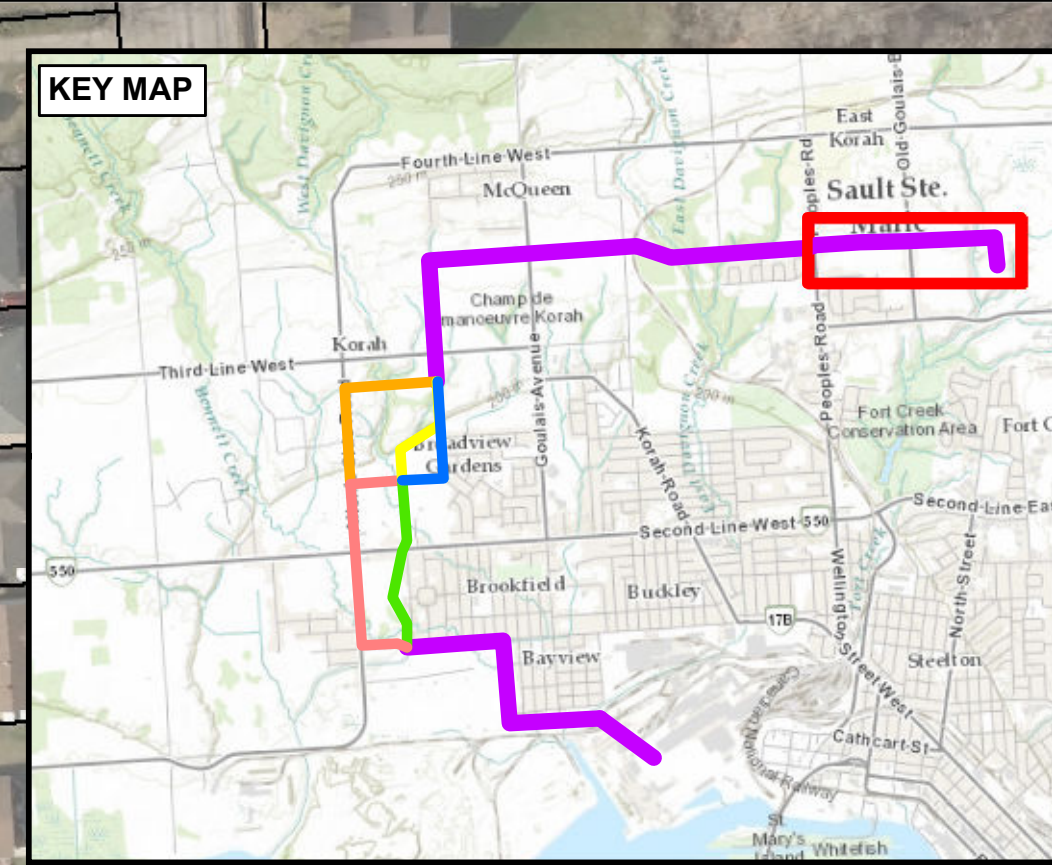
LEGEND

- PROPERTY BOUNDARY
- COMMON ELEMENTS TO ALL OPTIONS
- EXISTING PUC EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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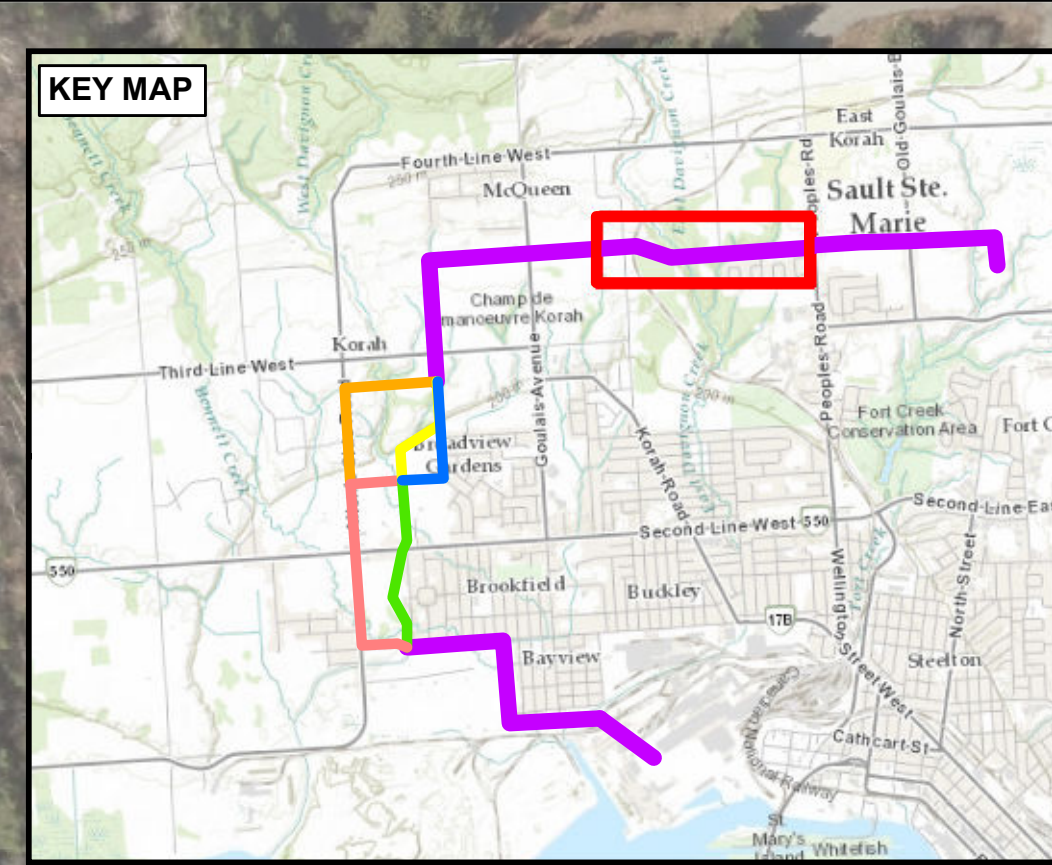
LEGEND

- PROPERTY BOUNDARY
- COMMON ELEMENTS TO ALL OPTIONS
- EXISTING PUC EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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LEGEND

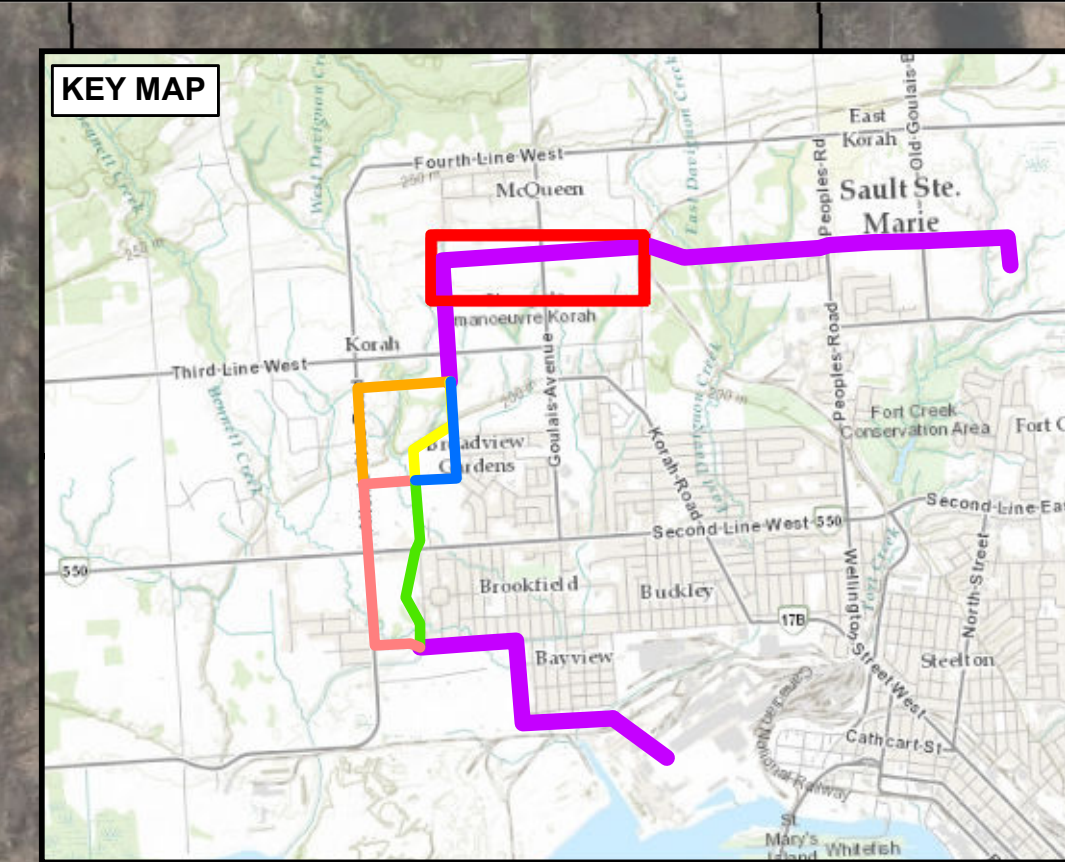
- PROPERTY BOUNDARY
- COMMON ELEMENTS TO ALL OPTIONS
- EXISTING PUC EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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MAP: 5



LEGEND

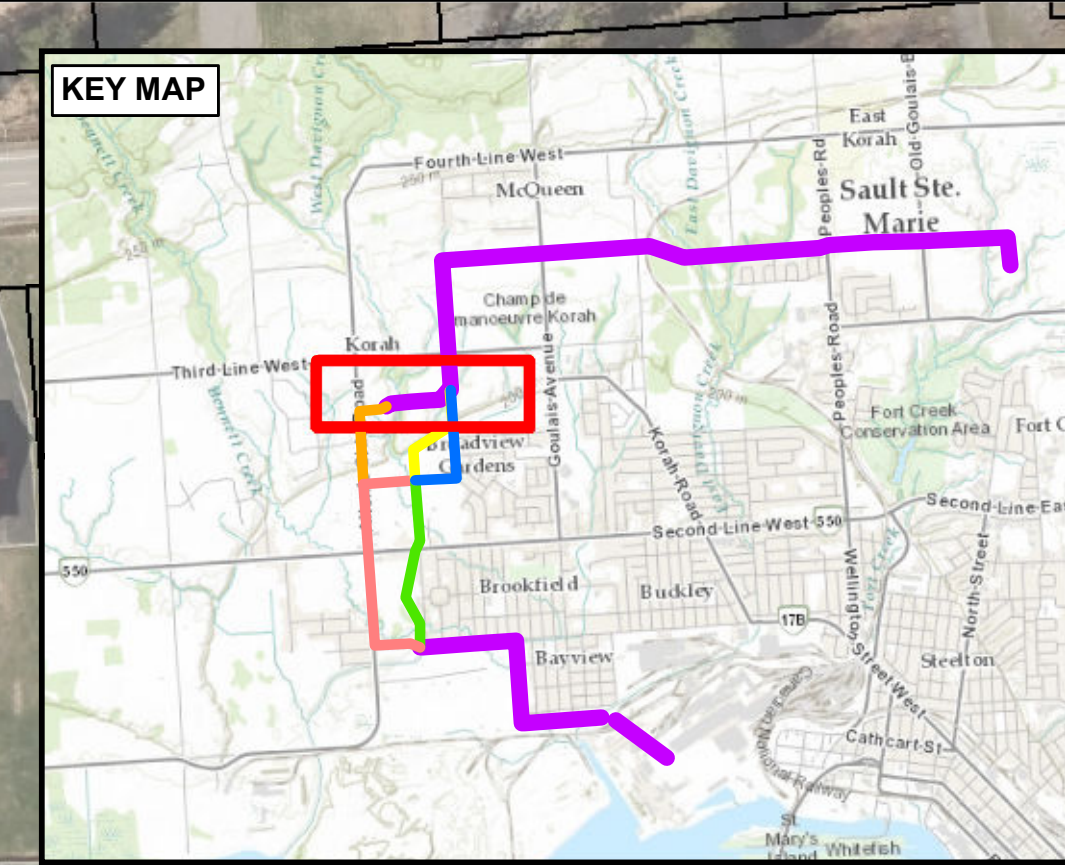
- PROPERTY BOUNDARY
- COMMON ELEMENTS TO ALL OPTIONS
- EXISTING PUC EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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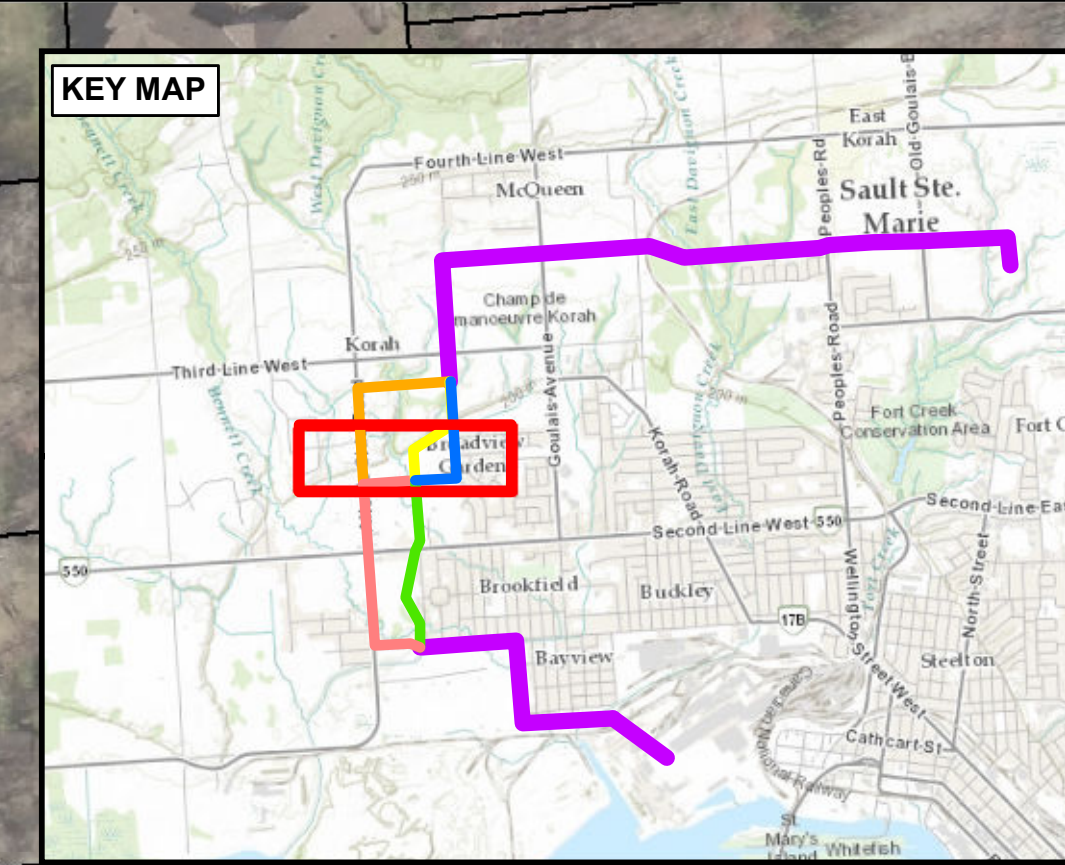
LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION 1
- ROUTE OPTION 3
- ROUTE OPTION 5
- COMMON ELEMENTS TO ALL OPTIONS
- EXISTING PUC EASEMENT
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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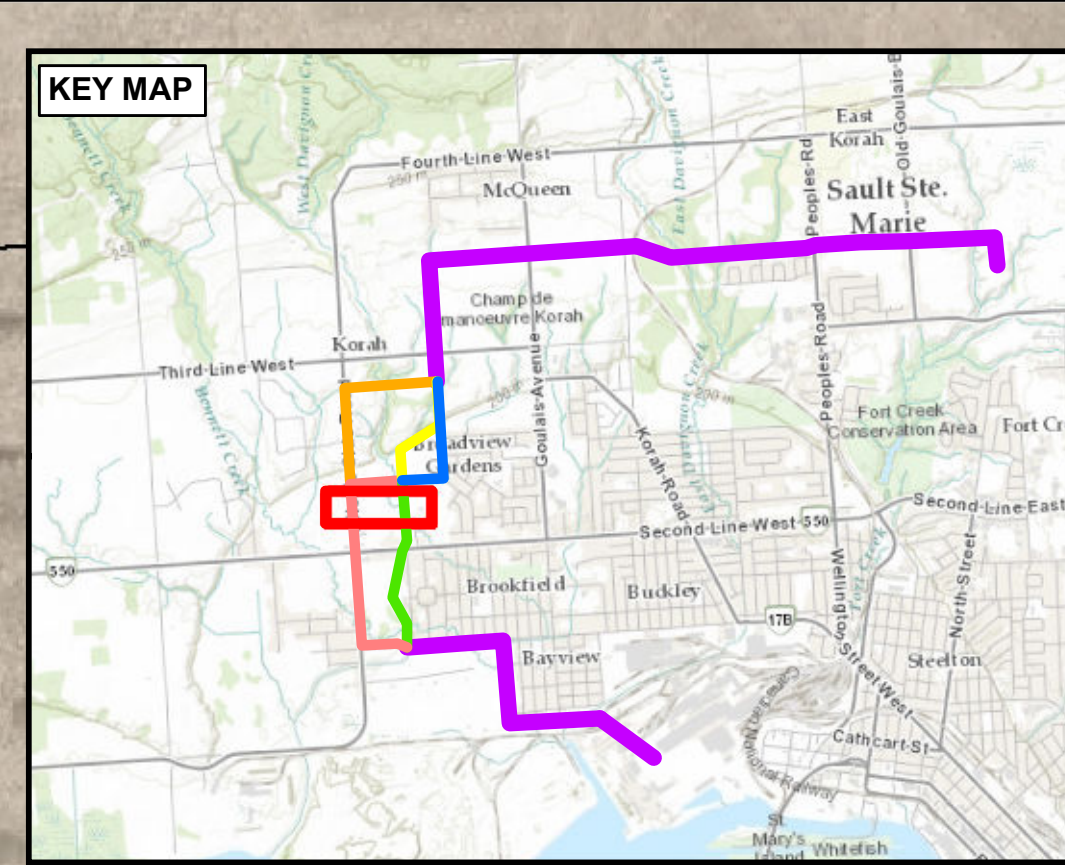
LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION 1
- ROUTE OPTION 2
- ROUTE OPTION 3
- ROUTE OPTION 4
- ROUTE OPTION 5
- EXISTING PUC EASEMENT
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

wsp

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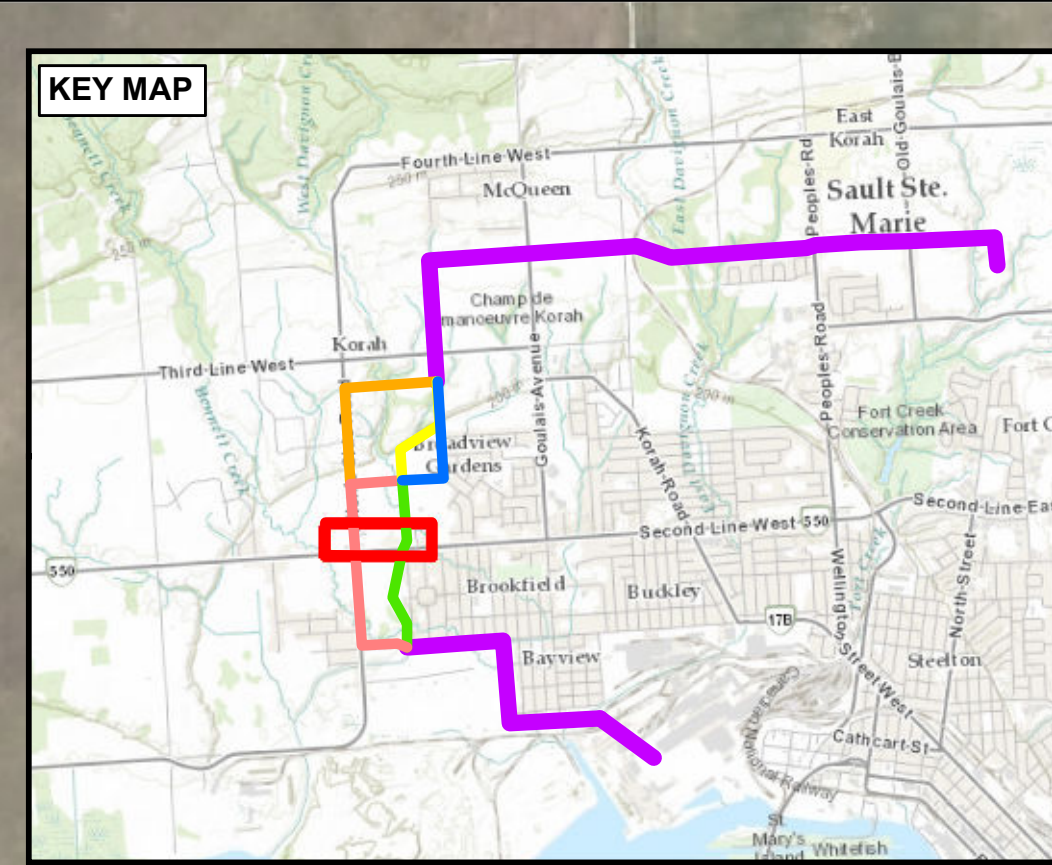
LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION 2
- ROUTE OPTION 4
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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LEGEND

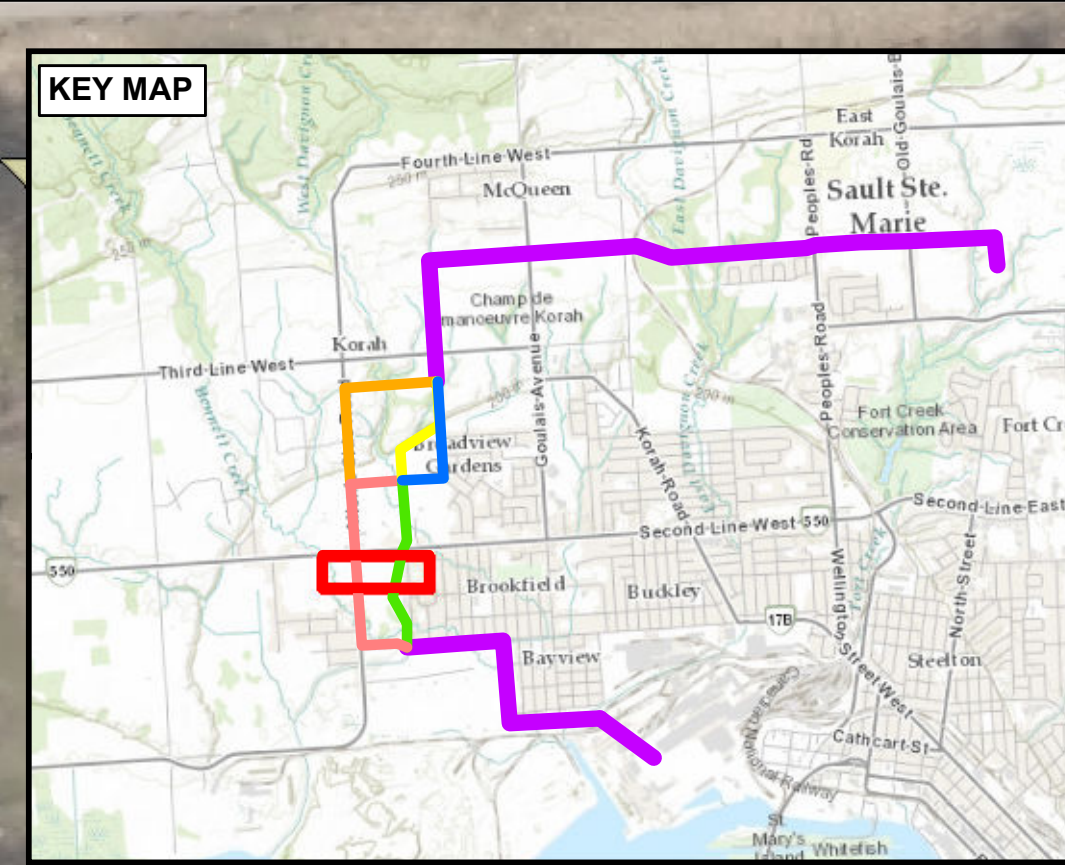
- PROPERTY BOUNDARY
- ROUTE OPTION 2
- ROUTE OPTION 4
- EXISTING PUC EASEMENT
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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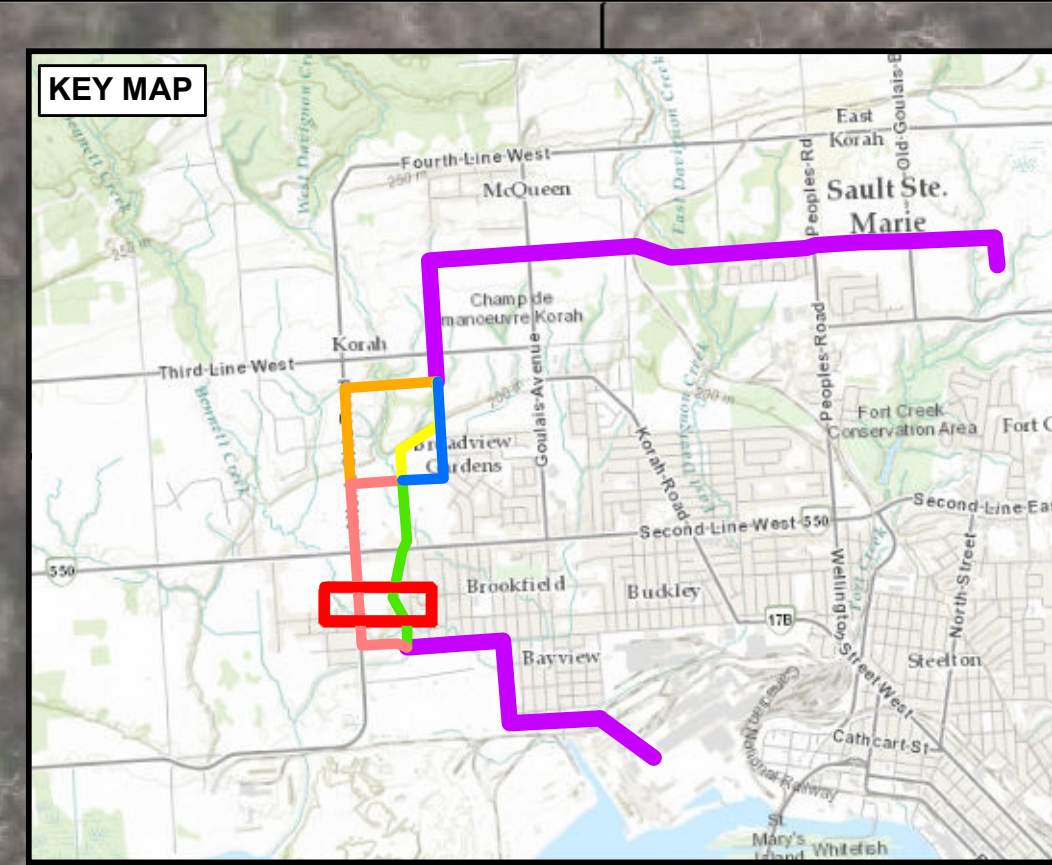
LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION 2
- ROUTE OPTION 4
- EXISTING PUC EASEMENT
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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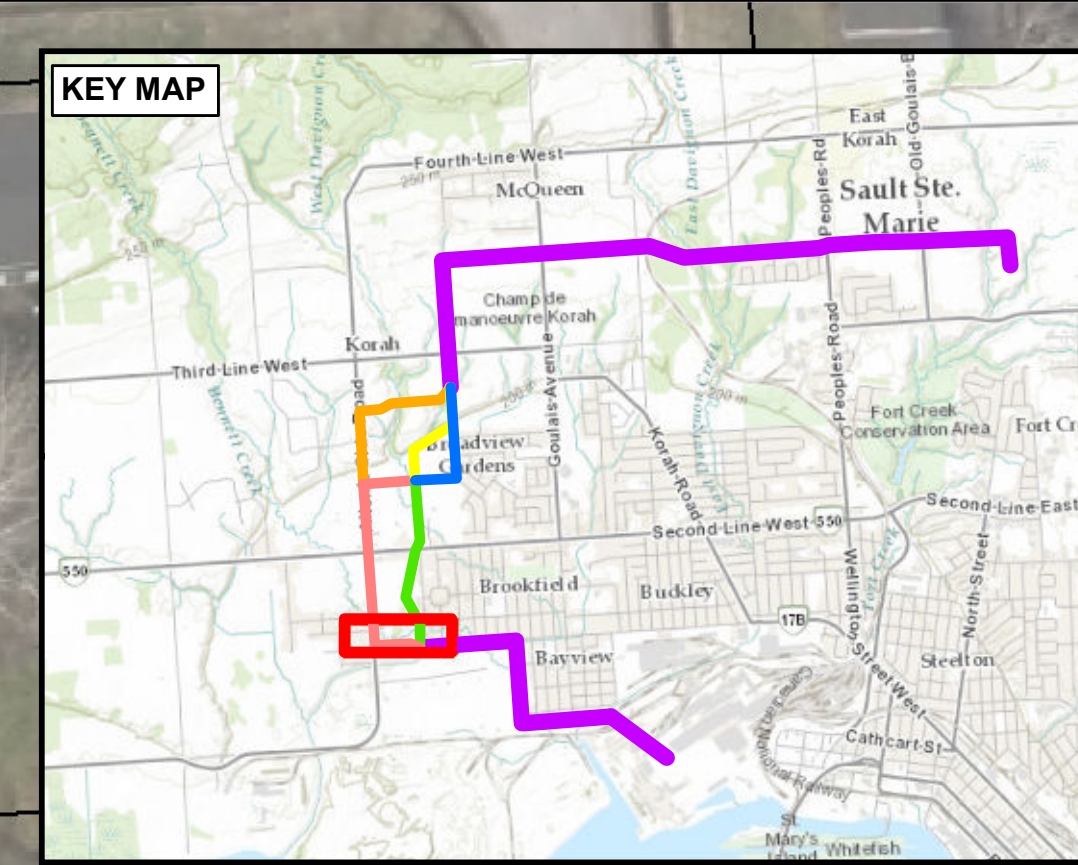
LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION 2
- ROUTE OPTION 4
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION 2
- ROUTE OPTION 4
- COMMON ELEMENTS TO ALL OPTIONS
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)






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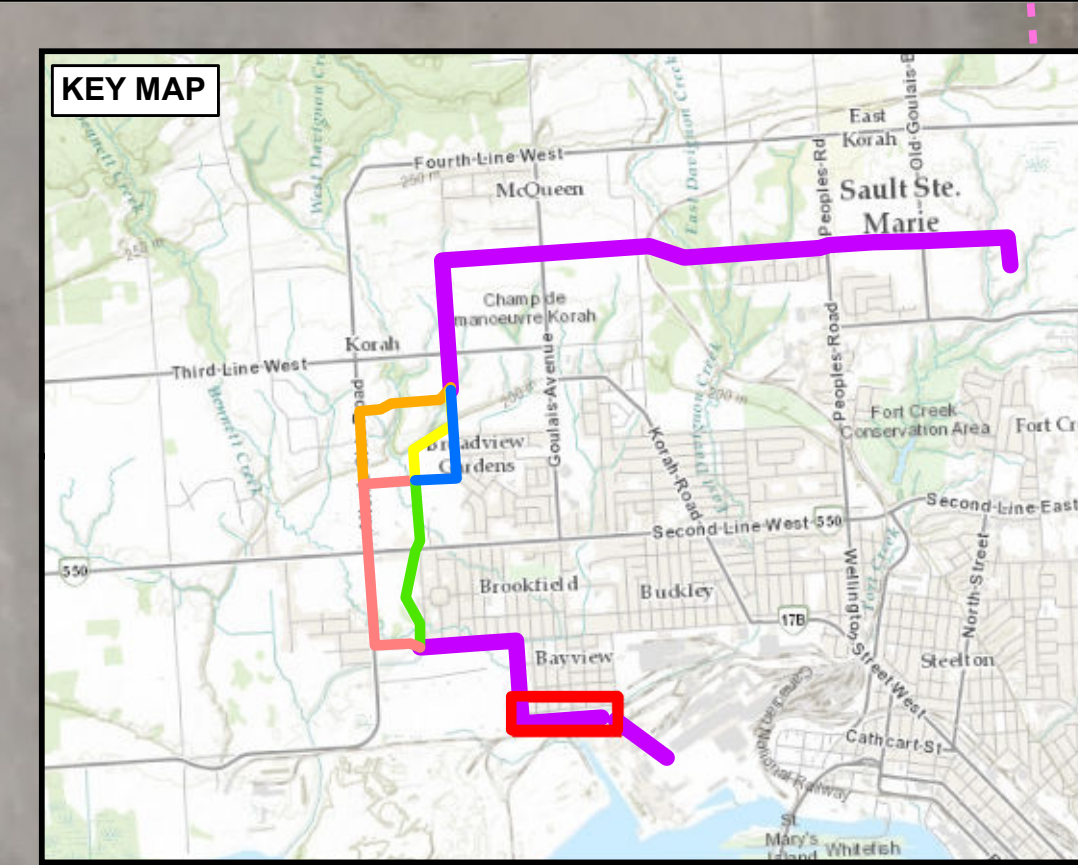
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LEGEND

-  PROPERTY BOUNDARY
-  COMMON ELEMENTS TO ALL OPTIONS
-  PROPOSED EASEMENT
-  POWER POLE (APPROXIMATE LOCATION)
-  NEW PUC STATION OPTIONS



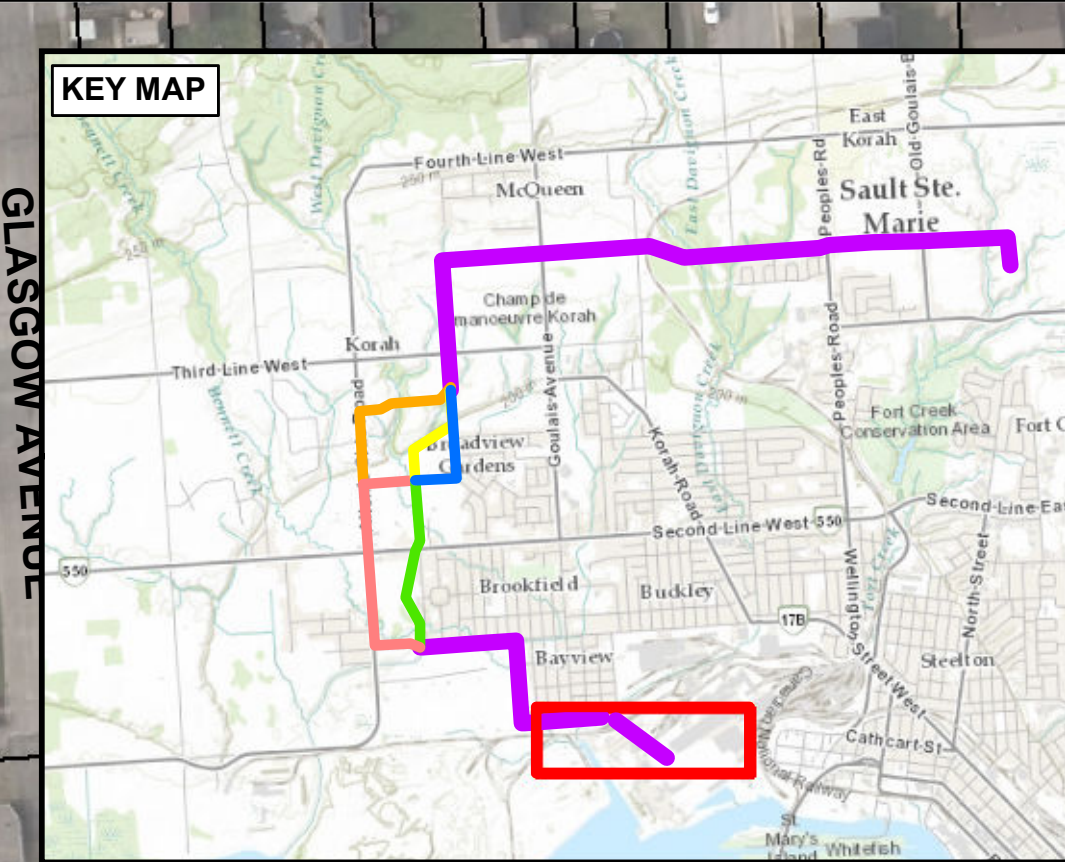
LEGEND

- PROPERTY BOUNDARY
- COMMON ELEMENTS TO ALL OPTIONS
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)
- NEW PUC STATION OPTIONS

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BONNEY STREET

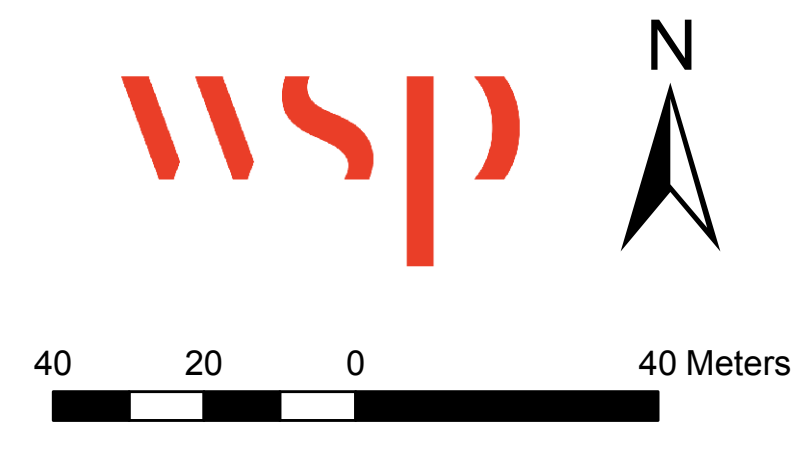
GOULAIS AVENUE

Station Option 2

MAP: 17

LEGEND

- PROPERTY BOUNDARY
- COMMON ELEMENTS TO ALL OPTIONS
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)
- NEW PUC STATION OPTIONS
- ALGOMA STEEL INC. (ASI) ELECTRIC ARC FURNACE (EAF) STATION





ESUMMARY OF RECEIVED COMMENTS



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
Telephone Inquiries					
T1	01-Apr-22	Jerry Lannigan	Owns property near the PUC ROW - the rear portion of his land crosses the PUC easement. He wanted to know if the powerline would prevent him from building a road across the easement to develop a subdivision either side of the powerline. Also asked if the lines make noise.	Yes, he can put a road across the easement but cannot build any permanent structures on the easement. Yes there is a slight buzzing sound but it is very low noise level that is negligible at the edges of the easement.	PUC received the phone call and provided the response as noted, on the call 1-Apr-22
T2	01-Apr-22	Mohamed Ahmed	Just purchased a house on Letcher St and wanted know if the new arc furnaces would eliminate the pollution coming from the steel plant. He was very happy to hear this would greatly improve air quality.	I advised that according to Algoma, the arc furnaces would greatly reduce GHG emissions	PUC received the phone call and provided the response as noted, on the call 1-Apr-22
T3	01-Apr-22	Pat Steward	She wants to be added to the mailing list. She has a book from the days when the PUC easement was established on her fathers property. She will bring it to the open house to show us.	She will get notification of the open house in May.	PUC received the phone call and provided the response as noted, on the call 1-Apr-22
T4	04-Apr-22	Jay Ferguson	Owns 28 acres between him and his neighbour (Taylors at 506 Third Line) between Moss Rd and Goulais Ave running from Third Line and 2000 feet back. Wanted to know what the poles will look like and how tall. Is there a hum?	I referred him to the EA website to see the picture at bottom of home page and explained the poles would be about 40m tall and about 200m apart. Yes there is a hum or buzz but it is quite faint and will not be noticeable at the edge of the easement limits.	PUC received the phone call and provided the response as noted, on the call 4-Apr-22
T5	04-Apr-22	Susan Taylor	Owns property all the way back to the drainage culvert. Opposed to anything that will devalue her property. Is going to talk to her lawyer to see what she can do about this.	Thanked her for her inquiry and advised her she could submit comments at the first PIC in May and that she would get notice of date and time in the mail.	PUC received the phone call and provided the response as noted, on the call 4-Apr-22
T6	05-Apr-22	n/a	Wanted to know if the line is overhead or underground and how tall the poles will be. She said she will have to sell before it's built because does not want to see the poles towering over the trees.	Explained they would be overhead, approx. 130 feet tall.	PUC received the phone call and provided the response as noted, on the call 5-Apr-22
T7	05-Apr-22	Joseph Cheesman	Hi, Jeremiah, it's Joe Cheesman calling. I live in Sioux St. Marie at 864 Third Line West and I'm interested in this new PUC transmission 230kV line that's going by my house. I'd like to be involved in whatever is going on. Thank you. And I was kind of wondering about the timeline. When are they doing this or plan to do it? OK. Thank you. Bye.	Jeremiah returned Joe's call on April 14th, 2022 at 9:43AM. Left a voicemail offering to set-up a call to respond to his questions.	WSP received the voicemail on April 5th, 2022.
T8	06-Apr-22	Henry Eshkibok	"why are you running these lines through residential areas". He is opposed to any HV lines through his neighbourhood and wants to be on the record as such. Asked why we don't run the line further west to avoid all residential areas.	I commented to him that we are looking a several route options and that his comments would be taken into consideration in evaluating the different options.	PUC received the phone call and provided the response as noted, on the call 6-Apr-22



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
T9	10-May-22	Jerry Lannigan	purchased property about 1.5 yrs ago and is now very upset that PUC is now planning to put transmission line along his property. He noted that he bought the property for investment and the powerline will severely reduce the value of his property - wants to know who will compensate him for the loss of value. Just spent \$150K to improve his property. Also bought property behind him. The subdivision (Greenfield Sub) is going towards him. Also asked about health concerns and whether there's noise from the lines.	I pointed out that we are conducting this EA to seek input from property owners and advised him of the first PIC coming May 26th. I explained Health Canada's position on EMF concerns. Also explained the buzz or hum from the lines is minimal and pointed to the existing 230kV lines along Birkshire Sub as an example that he could check out. I told him I would send him the Health Canada pamphlet by email as well as the PIC#1 notice.	PUC received the phone call and provided the verbal response as noted herein on 10-May-22. Also sent an email as noted in the verbal response.
T10	15-May-22	Van Henson	Asked whether the driveway he built on the easement would conflict with the pole locations.	I advised that WSP is preparing a drawing that would provide this detail and that they would be contacting him soon to discuss this with him. I also mentioned that based on the preliminary drawing that I had, it appeared there would not be any conflict.	PUC received the phone call and provided the response as noted herein on May 16th.
T11	15-Jun-22	Lina Porco	Lina explained the gas company made a mess of their property last year and they are going to fix it now and was concerned about what PUC was going to do there.	I made an appointment for 2pm the next day to see the property and talk to her and her husband about the plans for this area.	PUC received the phone call and responded noted herein on June 15th.
T12	16-Jun-22	Jerry Lannigan	Jerry expressed concern with potential for the wires to break and electrocute someone. He indicated "everyone" is really concerned about this and that there will be "a lot of opposition at the next open house". He also expressed concern over confusion about how many wires there are.	I acknowledged his comments and pointed out that the line will be built and maintained to all applicable standards. I also pointed out that his comments would be taken into consideration. I also explained the number of wires that would be on the poles. I also pointed out that he and his neighbours could go to the website and review the maps that show that proposed location of poles relative to their properties. And I confirmed the next PIC will be in August.	PUC received the phone call and provided the response as noted herein on June 16th.
Email Inquiries					
E1	01-Apr-22	Dennis Gagne	I am looking at the proposed map and it appears that this line would be going through my property and I wanted to know if that is what is being proposed.	Yes, the proposed line would be running down the centre of the PUC easement on your property as indicated by the yellow line in the clip below. The attached letter was mailed out today to all property owners where PUC's easement crosses their property, for information. The letter includes information about the steel poles and also includes a picture of what the poles will look like. We have not yet done the detailed engineering to know exactly where the poles would go but they would be spaced quite far apart, about 200 m. The first public open house will be held some time in May and you will receive notification by mail of the time and location several weeks in advance.	1-Apr-22 - PUC by email

ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E2	01-Apr-22	Raumo Maenpaa	<p>We live at 4 Palomino Drive and the side of our property is along Allen's Side Road.</p> <p>Would you please tell me which side of Allen's Side Road (east side or west side) the transmission line is proposed to run along. I look forward to hearing your response to this question.</p>	<p>Thank you for your email and for your interest in PUC's Class Environmental Assessment Study for the 230 kV Transmission Project in Sault Ste. Marie, Ontario.</p> <p>Please note that in the area you noted, the transmission line is proposed to run down the East side of Allen's Side Road. This is proposed as there is a major distribution line on the West side that prevents us from situating the transmission line there.</p> <p>Please let me know if you have any additional questions, and feel free to visit the project website for project information and updates.</p>	April 18th, 2022 - WSP
E3	01-Apr-22	Brian Jennings	<p>I had received a letter as per the subject above. I am 161 Old Goulais Bay Rd in Sault Ste. Marie</p> <p>Are there any enlarged details or plan drawings available showing property line offsets and pole placement in the area of our house?</p>		No response necessary - PUC provided a response for the same inquiry on April 7th (Comment ID #E7)
E4	02-Apr-22	Marcy King	<p>As property owners/joint owners of over 100 acres between Allen's Side Road and Chippewa Street, the proposal concerns both our west and east boundaries. We have 1465.35 foot frontage on Allen's Side Road which would affect future property values/development whether it be an under/above ground installation. That would be Route 1-2. Option 3-4 running along our easterly undeveloped corridor would be preferable.</p>	<p>Thank you for the information and your comments. We will definitely take them into consideration in assessing the various route options to determine a final preferred route.</p> <p>The first public information centre will be held in May and will be held both in-person and virtual. You will receive notice well in advance.</p>	2-Apr-22 - PUC by email as noted.
E5	06-Apr-22	Maggie McAuley	<p>CSD staff have identified parks within the vicinity noted below. Please have the PUC confirm that there are not any plans for infrastructure to be placed within any of the parks identified.</p> <p>If there is please ask them to provide details whether it be poles and or lines crossing and the location within each park applicable.</p> <p>Green Field Park – 24 Beaumont, 150/154 Greenfield</p> <p>Brookfield Park – 15/23 Eden Sq</p> <p>Mike Zuke Park – 216/237 Spadina Ave, 211/215 Pittsburgh Ave</p> <p>Rosita Park – 32 Rosita St</p> <p>Green Acres – 32 Ea Perth Bay</p> <p>Arden Park – 60 Arden St</p> <p>Glasgow Park – 89 Glasgow Ave</p>	<p>We will follow up on Brent's comments and advise if there are any potential impacts to these parks.</p>	6-Apr-22 - PUC by email as noted.
E6	06-Apr-22	Allen Woolsey	<p>I am writing to ask you to keep us up to date via email on the expansion of lines to Algoma Steel.</p> <p>We live quite near the route at 696 Third Line West.</p> <p>I did try to utilize the email service from the website (WWW.PUCTransmissionLP.com) but it would not confirm my application so I have no idea if it worked or not. I did leave a message to that affect but have had no reply as of this date.</p>	<p>Thank you for pointing this out. I will ensure you are on the mailing list.</p>	6-Apr-22 - PUC by email

ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E7	06-Apr-22	Susan Lindstedt	I just received the letter and YES I would like to be kept in the loop during this project. Firstly what does this mean to myself; such as power interruptions? Tia.	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie. This is to confirm receipt of your message. We will add you to our mailing list. In response to your question, we can advise this project will not affect reliability of electrical service to residential customers in Sault Ste. Marie.	19-Apr-22 - PUC by email
E8	06-Apr-02	John Halucha	I am curious why PUC Transmission LP has chosen a route that veers north rather than taking a more direct course to Algoma Steel: from the Third Line Hydro Station south across Third Line for perhaps 50 to 200 metres, then directly west to meet up with the published proposed route mid-way between Goulais Avenue and Allens Sideroad. By my rough reckoning, this would save some 1200 metres. Using your information that the proposed route would be approximately 14 km, this more-direct path would be about 12.8 km. Why would PUC want to add almost 10 per cent to the length of the line with commensurate extra initial construction costs, ongoing maintenance costs, and wasteful line losses for as long as these cables carry huge amounts of electricity to Algoma Steel? The longer route is a curious choice, especially for a project whose avowed goal is environmental benefit. In addition, it looks to me as though the more-direct route I described would affect fewer neighbouring residences largely because it does not go some 1.2 kilometres extra in a roundabout course. I would be grateful if you could explain this to me or suggest whom I could contact for the reasoning that led to an inefficient proposal with extra costs and extra environmental impact.	Thank you for your comments and interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station. With reference to the attached drawing of the study area, please note the black line shown running west from the Hydro One Third Line Station to the westerly limit, where it turns south and crosses Third Line until it meets the yellow and orange alternatives, is covered by existing PUC easements that have been in place since the early 70's for eventual construction of such a powerline. Therefore, the black line represents the most cost-effective way to reach the west end of the city. In order to reach the Algoma Steel site, south of the existing PUC easements, there are a number of alternative routes being considered, as indicated by the various coloured options on the attached study area map. The purpose of the Class EA process is to provide the public and stakeholders the ability to engage and be consulted as part of the EA process. We value your feedback and input. As such, a Public Information Centre / Open House will be held in person late in May. A virtual information session will also be held the week after the in-person session. More details about the project will be provided at the open houses. There will additionally be a second round of in-person and virtual engagement activities at a later stage in the study. For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com	24-Apr-22 - PUC by email with 2012 Health Canada Fact Sheet attached
E9	07-Apr-22	Brian Jennings	I had received a letter as per the subject above. Are there any enlarged details or plan drawings available showing property line offsets and pole placement in the area of our house?	No, drawings are not available yet. I will look into this and let you know when you can expect to see something.	7-Apr-22 -PUC by email



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E10	08-Apr-22	Nadia Sator	N Sartor inquired by telephone. She wanted to know where the line was proposed to cross.	As we discussed, PUC holds an easement across your property at 819 Third Line West that was originally acquired in the early 70's. I placed a yellow line on the Google Earth View image below to give you a better indication of the proposed location of the powerline. Also, further below, I have included an image of similar steel poles that are on Second Line in the area of North Street to give you an indication of what the poles will look like. The proposed PUC poles will be similar to that shown in this image below.	8-Apr-22 - PUC by email

E11	08-Apr-22	Harvey Benford	<p>In regard to the PUC transmission line assembly I guess I have a few questions more than any concern.</p> <p>1. Is the feed that runs from Third Line to the recently upgraded station at Gate Three not a Hydro One maintained Transmission Line? If so would they not have rights or first dibs on the proposed circuit to Station Options 1&2?</p> <p>2. Could the Clerque HG be tied into Algoma’s state of the art Co-Gen then to Sta. Option one or two?</p> <p>3. Has or will PUC ever have considered getting into the Generation Side of small Hydro Generation like single turbine reliable units ie. Sultan, Spanish River and Lake Hope. Create reliable power with small infrastructure investment tied to your owned(PUC) transmission lines.</p> <p>4. The biggest question is why the City and whatever partnership did they could form not chase one of the Liberal cancelled gas plants being built in Mississauga and Oakville. The City and their partners of the day were throwing money into a scheme to burn garbage that of course had to be trucked from the dump before converting it it through the heat/steam/turbine process to electricity. Ill fated and bogus leadership from all involved in that venture.</p> <p>Now that Natural Gas is be recognized as being “Green”it would be very appropriate to advocate to all levels of Government for PUC, Corporation of SSM, Endridge (Trans Canada)and whoever else to build a plant similar to the two that ended up in Napanee and Lampton County.</p> <p>All the elements are in place for a short feet to Station one or two and with ample property already designated along Baseline PUC would win by transmission to Third Line and Algoma’s Trans West directly to Station Option Two.</p> <p>This may never happen but a spur or future junction point in Baseline and Allen’s Sideroad could’ve considered in this Study.</p>	<p>In regard to the PUC transmission line assembly I guess I have a few questions more than any concern.</p> <p>1. Is the feed that runs from Third Line to the recently upgraded station at Gate Three not a Hydro One maintained Transmission Line? If so would they not have rights or first dibs on the proposed circuit to Station Options 1&2?</p> <p>Response: Yes, that line is a Hydro One line; however, it does not have the capacity to supply the new additional load of the new electric arc furnaces (EAFs). Also, the line cannot be upgraded while it is in service. A new 230 kV line and station are required, which PUC Transmission is proposing to build.</p> <p>2. Could the Clerque HG be tied into Algoma’s state of the art Co-Gen then to Sta. Option one or two?</p> <p>Response: Generation alone cannot address the problem. New transmission lines are required to get existing generation to the new EAFs.</p> <p>3. Has or will PUC ever have considered getting into the Generation Side of small Hydro Generation like single turbine reliable units ie. Sultan, Spanish River and Lake Hope. Create reliable power with small infrastructure investment tied to your owned(PUC) transmission lines.</p> <p>4. The biggest question is why the City and whatever partnership did they could form not chase one of the Liberal cancelled gas plants being built in Mississauga and Oakville. The City and their partners of the day were throwing money into a scheme to burn garbage that of course had to be trucked from the dump before converting it it through the heat/steam/turbine process to electricity. Ill fated and bogus leadership from all involved in that venture.</p> <p>Now that Natural Gas is be recognized as being “Green” it would be very appropriate to advocate to all levels of Government for PUC, Corporation of SSM, Endridge (Trans Canada)and whoever else to build a plant similar to the two that ended up in Napanee and Lampton County.</p> <p>All the elements are in place for a short feet to Station one or two and with ample property already designated along Baseline PUC would win by transmission to Third Line and Algoma’s Trans West directly to Station Option Two.</p> <p>This may never happen but a spur or future junction point in Baseline and Allen’s Sideroad could’ve considered in this Study.</p> <p>Response: Please note that PUC Transmission is undertaking this new local transmission infrastructure in order to address the local area transmission system constraints. Information about other PUC undertakings can be found at https://ssmpuc.com/</p>	<p>8-Apr-22 - acknowledgement email provided by PUC</p> <p>24-Apr-22 - PUC responded as noted.</p>
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ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E12	11-Apr-22	Kelvin Bordin	<p>I received the notice regarding the proposed transmission line that's said to be built directly beside my house and neighborhood.</p> <p>Is this project confirmed or is it still to be determined?</p> <p>Myself and neighbors are concerned. We are frustrated because there seems to be other options that can be considered, options that won't directly disrupt the community.</p> <p>This Powerline should not be in such close proximity to family dwellings. That is not safe for families and their children. The area is not zoned as such. It's zoned as rural agricultural. Also, to my understanding the entire area that you are intending to build is reserved for conservation.</p> <p>As hard working tax payers of this city it is disheartening that a project like this can be decided without any say from the people who will be directly effected.</p> <p>Thank you for your time and I Hope to discuss this further in order to come to an alternative, less community disruptive option.</p>	<p>Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie.</p> <p>The purpose of the Class EA process is to provide the public and stakeholders the ability to engage and be consulted as part of the EA process. We value your feedback and input. As such, a Public Information Centre / Open House will be held in person late in May. A virtual information session will also be held the week after the in-person session. We will provide you with notification of the date, time, and location well in advance. More details about the project will be provided at the open houses. There will additionally be a second round of in-person and virtual engagement activities at a later stage in the study.</p> <p>The powerline is proposed for construction, starting in mid-2023 and anticipated for completion by end of 2024. The PUC holds easements for a powerline corridor, 125 feet in width, across the northerly area of the city, which is adjacent to your property. The powerline is proposed to be built along the center line of those easements. In regard to zoning, please note that electricity transmission facilities are exempt from zoning restrictions. Health Canada provides information and guidance on electric and magnetic fields (EMFs) at extremely low frequencies (ELFs) – i.e. 60 Hz. powerline frequencies – at this link; https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html.</p> <p>Please see the attached information pamphlet from Health Canada that includes the following statement at the center-bottom of page 2: “Health Canada does not consider that any precautionary measures are needed regarding daily exposures to EMFs at ELFs. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors.”</p>	<p>12-Apr-22 -PUC by telephone in response to his phone call.</p> <p>25-Apr-22 -PUC responded by email as indicated and included a copy of the 2012 Health Canada EMF Fact Sheet.</p>



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E13	21-Apr-22	Dennis Gagne	<p>I am writing this email today in regard to the 230kv line that is planned to go through my property at 840 Third Line West in Sault Ste Marie, Ontario. As a Father, Husband, Property owner, and resident I have the following concerns:</p> <p>These are health concerns taken from epidemiological studies done on living near high voltage lines</p> <p>Short Term: Headaches; Fatigue; Anxiety; Insomnia; Prickling/burning skin; Rashes; Muscle pain</p> <p>Long Term: Leukemia; Brain Tumours i.e. Glioblastoma; DNA Damage; Neurodegenerative; Disease i.e. Alzheimer's, Parkinson's; Heart Arrhythmia; Tinnitus.</p> <p>Some other concerns</p> <p>Significantly reduces property value due to fear of negative health effects, unpleasant view of 40m steel post, and constant hum from 230kv line. The property will be rendered useless. I will be paying taxes on nearly 4 acres of land that I can no longer use.</p> <p>I have received permits to develop that part of that land and work was done. Just last year a large section was rototilled to enhance the agriculture.</p> <p>My family's quality of life is going to be affected by this</p> <p>These are some of the concerns that I have.</p> <p>Please reply via this email address. If there is anyone else that should be receiving this email please let me know.</p>	<p>Apologies for the delay in responding, it is our objective to respond to all inquiries within 10 business days.</p> <p>Thank you for your feedback in relation to the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV transmission line and station.</p> <p>Health Canada provides information and guidance on electric and magnetic fields (EMFs) at extremely low frequencies (ELFs) – i.e. 60 Hz. powerline frequencies – at this link; https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html</p> <p>Please see the attached information pamphlet from Health Canada that includes the following statement at the center-bottom of page 2: “Health Canada does not consider that any precautionary measures are needed regarding daily exposures to EMFs at ELFs. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors.”</p> <p>Please note, the only restriction related to use of the easement lands is that no permanent buildings that are subject to the Ontario Building Code are permitted within the easement boundaries and that access to power poles must not be impeded.</p>	<p>21-Apr-22 - PUC provided acknowledgement email as noted.</p> <p>4-May-22 - PUC responded by email as noted.</p>



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E14	24-Apr-22	Jack Flint	May I ask you to answer a couple questions on the new the new 230-kV line that will provide increased power to Algoma Steel for the new electric arc furnaces. Type of pole or tower, number, size and height of wires, etc. that will be used ? Have they looked at running the new line along the rail line right of way ? When does the in-person open house take place ?	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie. The in-person open house will be held May 26th at the West End Community Centre, 556 Goulais Ave, from 4:30 to 7:30 pm. A virtual open house will also be held May 31st from 4:30 to 7:30 pm. The image below, taken from Google StreetView, provides an example of the type of steel monopole that is planned for use on this project. This image is taken on Second Line immediately west of North Street. The steel monopoles planned for this project are in the order of 40 m. tall and will be spaced up to 200 m. apart. They will carry 7 conductors, 3 on each side and 1 at the top of the pole, as in the image below. For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com	24-Apr-22 -PUC by email as noted
E15	25-Apr-22	Jack Flint	Thank you for the provided information, could you provide me with the specifications on the existing nine wire high voltage line that currently runs on the west side of Allen's Side Road, south of the Second Line ?	With reference to the image below, taken from Google Street View, at the intersection of Allen's Side Rd and Ransome Dr - the poles are 55 foot western red cedar poles (approx. 45 feet above ground to the top of the poles). The top three wires in a triangular configuration are operating at 34.5 kV, while the six wires below that (three on each side of the pole, on standoff insulators) are operating at 12.47 kV. Let us know if we can be of any further assistance.	25-Apr-22 - PUC by email as noted

ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E16	25-Apr-22	John Halucha	<p>I am seeking clarification from the PUC Transmission LP Project Team about any Sault Ste Marie Region Conservation Authority input into the proposed 230 kV transmission route, and am also contacting you directly since time is of the essence.</p> <p>The proposed route runs north of the Third Line Hydro Station, then west across Peoples Road, Moss Road and Goulais Avenue, then turns south mid-way between Goulais Avenue and Allens Sideroad before crossing Third Line. I have asked PUC whether it has considered or is considering a more-direct route along Third Line or south of Third Line. I have also asked whether SSMRCA has given input into the EA process, especially regarding the wetlands, stream, beaver pond and beaver dam between Goulais Avenue and Allens Sideroad where the proposed route turns south. Since this area is included in the SSMRCA Administration of Ontario Regulation 176/06 it seems obvious that your input would be integral to the Environmental Assessment.</p> <p>PUC has indicated that this part of the route has been an existing PUC easement since the 1970s, and I have asked for clarification whether that means it is not subject to the current EA. Since time is short before the first Public Information Centre / Open House will be held in person late in May, I am seeking information directly from the SSMRCA on</p> <ul style="list-style-type: none"> - any input the SSMRCA is making to the current Environmental Assessment, and - any input the SSMRCA may have made to the PUC about the “existing PUC easements” in the 1970s or since that time until the present. <p>Thank you for your earliest response. I apologize for the hurry, but I just today received a first response from the PUC to inquiries I made April 6 and I need this information so that I can meaningfully engage and be consulted as part of the EA process. Because timing is crucial I am happy to receive any documentation electronically. However, if it is more convenient for you to use the post you may send it to.</p>	<p>Further to your inquiry of the Conservation Authority, please find below the comments we received from them in relation to this Study.</p> <p>Also, please note we will be providing responses to the questions you submitted on April 24th within 10 business days of that submission date.</p>	3-May-22 - PUC responded to Mr. Halucha's email to the SSMRCA as noted.
E18	14-Apr-22	Marlene McKinnon (SSMRCA)	<p>The setbacks for infrastructure such as high voltage power transmission lines, towers and stations are 15 metres from the regulatory flood line and top of stable slope. To place infrastructure within the 15 metres setbacks or slope area, a geotechnical study will be required. The 15 metres setbacks from the top of stable slope may be reduced based on geotechnical study if the Factor of Safety (FS) is 1.4 -1.5 or greater for the proposed infrastructure. This minimum value of F.S is generally required for developments which are designed close to valley slopes. The study must be prepared by a qualified professional engineer attesting the stability of slopes to support the structure/s. The study should include global slope stability analysis.</p>	No response required.	
E19	26-Apr-22	Jack Flint	<p>Thank you again for the provided information, if the Route option 2 were to be selected, would the installation of the line be installed on the east or the west side of Allen's Side Road ?</p> <p>As well, what voltages will each of the seven conductors on the new line be carrying ?</p>	<p>Route Option 2 would be located on the east side of Allen's Side Rd. since there is already a significant distribution powerline on the west side of the roadway. The proposed new transmission line would operate at 230 kV.</p> <p>Let us know if we can be of any further assistance.</p>	26-Apr-22 - PUC by email as noted

ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E20	26-Apr-22	Christopher Witkowski	<p>I live at . which puts me about 250 meters from the proposed location of the power line. But, Wallace Terrace is not that far south of me and there are houses on the north side of Wallace Terrace. The way it's drawn on the map the power line would run along Wallace Terrace and that seems way too close to the houses. I don't know what Algoma owns just south of Wallace Terrace and, unfortunately, it's not shown on the map. Algoma property should be coloured on the map to better see what suitable options might be.</p> <p>Since this is for Algoma's benefit it seems that the power line should be run as much inside Algoma's property as possible - I would think at least 100 meters south of Wallace Terrace. Some distance is also required in case towers are toppled.</p> <p>If there's no way around running the power line close to houses then there's the question of whether the use of coax has been considered for those sections of the power line.</p> <p>I also have to wonder about the potential for RFI/EMI. How much interference can an arc furnace produce? What measures will be taken to keep it off the power line? I like to listen to AM and shortwave from time to time and I get more interference coming in on the power line than I care for. I've walked around the neighbourhood with a radio, but, haven't determined the source.</p> <p>About all I can be reasonably sure of is that it's being carried on the power lines. I'm probably sufficiently far away from the proposed power line that any interference on it may not affect me, but, those living closer could be.</p> <p>The dearth of information on this project is not good. You need to disclose all the issues you are aware of and your decisions and reasons for decisions regarding those issues.</p>	<p>This project is still in the early phases and, as such, a number of route options are being considered. The location of the proposed route option along Wallace Terrace is on the south side of the roadway, south of the existing powerline. The property in that area is primarily City of Sault Ste. Marie property that was planned for industrial development. The proposed transmission line is planned as overhead construction that will meet all regulatory requirements for clearances from buildings.</p> <p>The electric arc furnaces proposed by Algoma Steel are not in the scope of this Environmental Assessment. For further information on Algoma Steel's project, please contact Brenda Stenta Manager Corporate Communications, Algoma Steel Inc. at brenda.stenta@algoma.com</p> <p>As part of the Class Environmental Assessment process, several criteria will be considered and evaluated as part of this route and station options selection process. These criteria typically include natural environment, socio-economic environment, and cultural heritage environment components. These criteria will typically consider the impacts to components such as wildlife species and habitat, as well as proximity to residences and businesses. Further information on these criteria and the work being undertaken will be further discussed at Public Information Centre #1 (In person on May 26th, 2022 and virtually on May 31st, 2022) and PIC #2 (July 2022).</p>	11-May-22 - WSP responded as indicated.
E21	05-May-22	Tom Feifel	<p>I have received a call from Mr. Tom Feifel regarding the below noted property. He has received a notice that PUC is looking at building electrical infrastructure to support Algoma Steel over this property. As the property is currently set up for a residential subdivision, he would like to understand the impacts of this and whether he should proceed with the subdivision or not. If you or a PUC representative could please contact him to discuss in further detail, it would be greatly appreciated.</p>	<p>Further to your inquiry, the location of the proposed PUC powerline, as indicated by the red east-west line shown below is approx. 160 meters north of the north property line of 115 Old Goulais Bay Rd. which appears to be the north limit of your proposed subdivision property.</p> <p>Please feel free to contact me should you have any further questions.</p>	6-May-22 - PUC responded as indicated.
E22	05-May-22	Mike Kresin	<p>Attached is a letter in response to the Notice of Study Commencement for the above project.</p> <p>We look forward to being involved in this EA process.</p>	<p>Thank you for your submission, we will take your comments and concerns into consideration in evaluating a final preferred route.</p> <p>Also, we will add you and your client to the mailing list.</p>	9-May-22 - PUC responded as indicated.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E23	23-May-22	Jon Pasiak	I am interested in attending the PIC at the Northern Community Centre on May 26th. I received a letter in the mail and the time is listed as 4:30-7:30pm. I am wondering if there is a formal presentation or if it is just a drop-in session between those hours.	This is an informal drop-in session, come by anytime between 4:30 and 7:30pm.	23-May-22 -PUC responded as indicated.

E24	27-May-22	John Halucha	<p>Thank you once again for your informative responses to many of my questions at the Public Information Centre / Open House on Thursday. I look forward to answers to my other questions as the Environmental Assessment process unfolds. In the meantime, I have attached a couple of Google Earth satellite images to illustrate one point that I attempted to convey regarding an alternative to the “common elements” route. These are necessarily approximate since I don’t have access to your detailed images, but I submit they demonstrate proof of concept and provide a compelling argument that your team should take a closer look at the advantages. You stressed to me that although cost is a factor, environmental considerations are paramount and encroachment on residential buildings is a major component of that. I believe you will find that the route I have shown here does not intrude on the 125-foot (38.1-metre) width of an easement at any point. The closest it comes to any residences is: - 43 metres north of an isolated residence east of Peoples Road (but there is more than 125 metres between this house and residences on the south side of Third Line so considerable flexibility) - 61 metres between residences on the east side of Peoples Road - 50 metres north of isolated buildings east of Moss Road - 60 metres south of a home on the west side of Moss Road</p> <p>Contrast this with the existing “common elements” route: - 80 metres between residences on the east side of Old Goulais Bay Road - 60 metres between residences on the west side of Old Goulais Bay Road - 38 metres between residences on the east side of Peoples Road</p> <p>- 41 metres between residences on the west side of Peoples Road - 45 metres between a residence on the west side of Brule Road and the middle of the existing easement - 80 metres between residences on the east side of Moss Road - 65 metres between residences on the west side of Moss Road - 33 metres north of an isolated residence east of Goulais Avenue - 83 metres between residences on the east side of Goulais Avenue - 49 metres between residences on the west side of Goulais Avenue - 50 metres between residences on the north side of Third Line</p> <p>The alternative portion through the uninhabited Fort Creek area offers a lot of flexibility. In the example offered here, it runs as close as about 65 metres behind residences on Third Line. That is about 15 metres more distant than the existing “common elements” route that is as close as 50 metres from homes north of Tallack Boulevard, especially on Kent Crescent, which you told me is not a problem. Similarly, there is a lot of flexibility in the alternative path north of Chippewa street and the rough line drawn here is about 120 metres away from the nearest residence. Note that the straight line drawn through the industrial property on the west side of Peoples Road would actually require some shifting of transmission lines and/or buildings to abide by the 10-metre minimum clearance. It should also be noted that the existing “common elements” route extends largely through what the Sault Ste Marie Region Conservation Authority deems Medium Intrinsic Susceptibility of the aquifer, an important source of drinking water in the city. In fact, this route either crosses or is very near to a small area listed as High Intrinsic Susceptibility. The alternative proposed route south of Third Line would be entirely in the Low Intrinsic Susceptibility area. This may have bearing on drinking-water quality due to PUC maintenance of easements, particularly if herbicides or other noxious chemicals are used. I hope this will help convince you that exploring the more-direct route is warranted for several environmental considerations: less encroachment on existing residences, lower risk to the aquifer and drinking water, lower greenhouse gas emissions with the reduction of manufacture, transportation, installation and maintenance of about 1.25 km of line and</p>	<p>Thank you for your comments below and at the Public Information Centre, it was a pleasure meeting you at the PIC May 26th. I would just like to confirm that I have your email and we are doing a thorough review and consideration of the points you raise.</p> <p>Our objective is to respond to all inquiries within 10 working days. We will provide a comprehensive response to your questions and comments as soon as possible.</p> <p>----- (June 11th)</p> <p>We are thinking that we can best address the comments and questions you have through a live exchange of information. We would like to do a virtual meeting with you next week, if you are agreeable. Would you be available Wednesday June 15th for an hour, from 3pm to 4pm?</p> <p>We could do a Teams meeting, if that works for you. Or, if you prefer, we could do a Zoom meeting. Please let me know your preference.</p>	<p>8-June-22 - PUC responded as indicated.</p> <p>11-June-22 - PUC responded as indicated.</p>
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ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
			<p>poles, and ongoing efficiency of energy use by avoiding an extra 1.25 km of line loss. As you verified at the information centre, that perpetual line loss would be doubled if and when electricity transmission is doubled for future industrial use. Though environmental concerns are properly paramount, you pointed out that cost is a factor. PUC Transmission LP says the proposed line would be approximately 14 km long and cost about \$100 million, which points to a cost per kilometre of \$7.1 million or \$8.9 million for the extra 1.25 km of the published “common elements” route. No doubt some project costs are not directly tied to purchase of materials and construction, so let us cut that about in half to be generous. This back-of-the envelope calculation indicates a minimum cost saving of \$4.5 million using a more-direct alternative route such as the one illustrated in the attached. Shouldn’t that be taken into account for “cost effectiveness” in addition to the paramount environmental improvement? This project will serve the people and industry of Sault Ste Marie for many decades, and it seems unconscionable to construct such a long-lasting and important project using a route that is environmentally inferior on many grounds just because it was chosen by well-meaning planners half a century ago, when knowledge and concern about the environment was not as well developed as today. It seems obvious that at the very least the alternative should be studied rather than dismissed out of hand. Upper levels of government have given strong support to the electrification of Algoma Steel furnaces, and implicitly the transmission of more electricity, on environmental grounds including reduction of greenhouse gases. Building an extra 1.25 km of transmission lines runs contrary to that goal and is more expensive besides. At the Thursday open house, staffer Lina ElSethony said in answer to my queries that the “common elements” route is subject to this environmental assessment but no alternatives were considered because the PUC was satisfied with existing easements. When I said that sounded as though PUC had already made up its mind and would not consider alternatives even though an extra 1.25 kilometres of line was inherently anti-environmental, she assured me that changes to the “common elements” could still be made because you are very early in the assessment process. Her colleague Jairus Patterson joined our conversation part-way through and echoed those assurances. I took their affirmations as sincere, and trust they reflect the general PUC stance. Because of our face-to-face discussion of this topic, I feel it is only fair to bring this analysis to your personal attention before I submit it for publication on the record in a week or so. That allows some time for you and other professionals on your team to point out flaws in my reasoning. Although I am passionate about the environment and efficiency, I assure you that I have an open mind and am willing to adjust my stance when presented with compelling facts. PS: At the open house, several staffers who noticed me photographing exhibits kindly informed that the placards and maps were to be posted online later Thursday. I haven’t been able to find them as of 11:30 am today and would be grateful if you or one of your team could tell me where they are. Thanks yet again for your help.</p>		



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E25	29-May-22	Mario Bressan	I realize the overhead transmission lines are cheaper to install but has there been any considerations for a underground line. Clearly marked similar to the oil lines around Simpson street; and not exposed to weather elements ;it could be a more reliable and longer life system. High voltage lines in the plant are underground feeding the blast furnace. Just a thought .	<p>Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie.</p> <p>The Project Team did consider an underground option. However, underground construction at 230 kV is much more expensive than overhead construction. Also, as the line would cross multiple private and public properties, there would be significant risk of unintentional damage by others. Furthermore, any failure of the underground line would be much more disruptive, requiring significantly more time and resources to repair. In addition, the environmental impact of underground construction is much more significant than overhead. Therefore, an underground option was not considered to be a viable option.</p> <p>For up-to-date information on open houses or the status of the project, please visit our website at www.PUCTransmissionLP.com</p>	15-June-22 - WSP responded as indicated.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E26	02-Jun-22	John Flint	<p>Could you please confirm that if the Allen's Side Road route is chosen for the new power line, that it would require the removal of all the trees on the east side of Allen's Side Road south of the Second Line to Wallace Terrace.</p> <p>Also, what would the measurement, from the road center line, for the required vegetation removal.</p> <p>And finally, what would the measurement be from the center of the Third Line intersection south to the point where the power line would come out onto Allen's Side Road and what civic numbers would be in that area ?</p>	<p>Please note that we recently posted copies of the large-scale property maps that were on display at the public information centre May 26th, on the project website at this link... https://puctransmissionlp.com/project-plan/ There are 17 maps posted on the "Project Plan" page.</p> <p>Maps 10, 11, 12 and 13 cover the area on Allen's Side Road between Second Line and Wallace Terrace. This clip below is taken from Map 11. The solid red/pink line represents the centerline of the powerline and the green dots represent the poles. The dotted violet line is located at 10 m. either side of the poles and represents the minimum limits of the easements required to meet regulatory clearances from any occupied buildings. The dotted line also represents the extents to which all trees would have to be removed. (This information applies to all the drawings.)</p> <p>The clip below is taken from Map 7 and indicates the proposed route where the powerline would intersect Allen's Side Road and turn south. This location is approx. 20 m. south of the south property line of civic 728 Allen's Side Road. The distance from the center of Third Line to the turn point at Allen's Side Road is approx. 430 m.</p> <p>I trust this addresses your questions. Please let me know if I can provide anything further.</p>	04-June-22 - PUC responded as indicated.

E27	05-Jun-22	John Halucha	<p>Please place in the public record my comments, included in the attached .doc file and copied below. I have also pasted them into the form at https://puctransmissionlp.com/submit-a-question/ If you would prefer this in another format or wish clarification, please do not hesitate to contact me.</p> <p>John Halucha</p> <p>PUC (Transmission) LP is doggedly defending a round-about northern section to link the Third Line Hydro One substation with Algoma Steel, refusing to consider a shorter and greener alternative to the route chosen 50 years ago.</p> <p>This will create extra environmental damage during construction in addition to wasting energy every day that a needlessly long line delivers electricity to Algoma Steel and perhaps other industry over the next century or longer.</p> <p>PUC (Transmission) LP has set a tight timeline for environmental assessment of this vital infrastructure but has squandered two months of opportunity to study a shorter route south of Third Line, drawn to their attention multiple times beginning April 6, 2022.</p> <p>On that date, I responded to the Notice of Study Commencement by emailing the undersigned Dominic Parrella, Executive Lead, Special Projects PUC Transmission LP: “I am curious why PUC Transmission LP has chosen a route that veers north rather than taking a more direct course to Algoma Steel: from the Third Line Hydro Station south across Third Line for perhaps 50 to 200 metres, then directly west to meet up with the published proposed route mid-way between Goulais Avenue and Allens Sideroad. By my rough reckoning, this would save some 1200 metres. Using your information that the proposed route would be approximately 14 km, this more-direct path would be about 12.8 km. Why would PUC want to add almost 10 per cent to the length of the line with commensurate extra initial construction costs, ongoing maintenance costs, and wasteful line losses for as long as these cables carry huge amounts of electricity to Algoma Steel?”</p> <p>I did not get a response from Mr. Parrella but 18 days later, April 24, “PUC Transmission LP Project Team” replied that: “The study team will consider a number of factors in assessing the preferred route, line losses will be one of those factors. This will be discussed further at PIC #1, which is planned for the end of May.” When I asked Mr. Parrella about it at the May 26 meeting, he said those calculations had not been done. However, he did verify that if and when electricity use doubled for future industrial development, those extra line losses would double also.</p> <p>PUC Transmission LP Project Team also said on April 24 that the “common element” line drawn in black on their map “is covered by existing PUC easements that have been in place since the early 70’s for eventual construction of such a powerline. Therefore, the black line represents the most cost-effective way to reach the west end of the city.”</p> <p>I replied the next day to ask whether that northerly portion was a fait accompli and had already been subject to an EA process of which I was unaware, and added: “Your own web site estimates that poles will be approximately 200 metres apart, which means at least an extra six or seven towers that would need to be manufactured, installed and maintained. It also means an extra 1200 metres of multiple wires that would need to be manufactured, installed and maintained. Please explain how using the round-about proposal would be more “cost-effective”. Moreover, since environmental concerns are</p>	<p>A response to this request was included in the Team's response to Mr Halucha June 17th which confirmed his comments would be included in the public record. (See below)</p> <p>-----</p> <p>Thank you for the alternative route suggestion.</p> <p>We reviewed your proposed route and have determined that it is not feasible due to property impacts and technical constraints. This is primarily because the aerial imagery on which your route was depicted is outdated and current imagery of the area looks quite different.</p> <p>The image below shows the area of most concern along your alternate route. This is the area of Sherbrook Drive and Peoples Road.</p> <p>To further investigate this area, D Parrella visited the site to verify the current status of residential development in the area and found that it is now almost fully developed. As such, we prepared the summary image below noting current development not shown on the map that you had provided.</p> <p>As shown in the above images, based on the degree of current housing development and other restrictions, we have determined that the newly proposed alternate route is not feasible.</p> <p>As well, the proposed common elements route presented at PIC #1 is, to a large extent, clear of trees and vegetation that would need to be cleared to accommodate the powerline. This newly proposed route would require significantly more vegetation and tree clearing, which is one of the factors being taken into consideration in the Class Environmental Assessment (EA).</p> <p>We can confirm that all of your comments will be included in the Public Information Centre #1 Summary Report and in the consultation summary of the Environmental Study Report.</p> <p>We very much appreciate your input and will be happy to answer any additional questions that you might have.</p>	17-June-22 - WSP responded as indicated.
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ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
			environmental awareness was low, planners would be wise to look forward 50 years when environmental concern is likely to be even stronger than today.		
E28	06-Jun-22	John Flint	<p>After attending the May 26, 2022 In-Person PIC #1 Details meeting, I spoke with several Allen’s Side Road residents and we have decided to circulate a Petition to oppose the selection of the Allen’s Side Road route and recommend that the Route #4 option be chosen.</p> <p>The main concern of the Residents was that 40 large majestic trees would have to be removed along the east side of Allen’s Side Road south of the Second Line as well as countless other smaller ones in order to install the new power line.</p> <p>I have contacted the Great Lakes Forestry Center to acquire additional information on this unique stand of trees which have become a prominent west end community landmark for the past several decades.</p> <p>Also being looked into is having these trees designated as Heritage Trees with the Ontario Urban Forest Council.</p> <p>As well, following that process and in conjunction with the The Ontario Heritage Act, I have been in contact with our Ward 5 Councillor to request his assistance in having this matter presented to Council for their approval to have the trees in question protected under the Municipal Planning Act, as covered in Sections 135-141.</p> <p>Please advise as to whom, where and when the above mentioned Petition should be submitted to.</p> <p>I may be contacted at john.flint@shaw.ca or 705-945-0236 if required and again thank you for providing all the requested information in such a timely fashion.</p>	Thank you for your email. Please submit the petition to my attention. An electronic copy would be sufficient for now. If we require the original hard copy, I will let you know.	06-June-22 - PUC responded as indicated.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E29	08-Jun-22	Brian Jennings	<p>Missed last weeks public information session as I was on vacation.</p> <p>Checked the web site and found little.</p> <p>Were there any minutes taken and or info from the meeting that you can share? Is PUC still proposing a summer information session?</p>	<p>Updated documentation is posted at this link: https://puctransmissionlp.com/project-plan/</p> <p>The presentation from the virtual information session that was held May 31st, which is essentially the same as the presentation boards that were on display at the in-person session on May 26th, is posted at this link as well as all the maps that were on display at the in-person session. Please see Map 3 for proposed pole locations relative to your property (clip from Map 3 included below for reference)</p> <p>The easement is identified in light yellow shading and the pole locations are shown as green dots. Let me know if you have any concerns with the proposed location. There is some latitude to move the location along the easement, but it would have to remain in the middle of the easement width.</p> <p>Yes, there will be a second Public Information Session (both in-person and virtual) later this summer, around the end of July or early August. You will be notified of the date, time and location, both by mail and email.</p> <p>Let me know if I can provide anything further.</p>	08-June-22 - PUC responded as indicated.
E30	09-Jun-22	Brian Jennings	<p>Thank you for the quick response and the attached link to the project. Somehow I missed that on the website.</p> <p>Was hoping that the pole placement would be staggered about the centre line of Old Goulais Bay eliminating the view of the poles. (Similar to Brule Rd.)</p> <p>Guessing there will be no underground service trenches on the project.</p> <p>Is there a typical section of the lines at the pole locations showing number of lines and offset to property lines?</p>	<p>Sorry, I don't have a cross-section drawing, but I note that the PUC easement is 125 feet in width and that the powerline would be placed at the center of the easement width. As I mentioned, there is some latitude to move the pole location along the easement length in the area of your house. This can be considered in more detail when we get to the detailed engineering phase (over the next month or two). I can confirm however, there will not be any underground service tranches associated with this. I will discuss your request with WSP and get back to you with a more detailed drawing to discuss your preferred pole location with you in more detail.</p> <p>Also, I may have already mentioned this, but the steel poles will resemble the single steel poles on Second Line east of North St. as in the GoogleEarth image below.</p> <p>Let me know if I can provide anything further.</p>	14-June-22 - PUC responded as indicated.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
E31	11-Jun-22	John Halucha	<p>Thank you for your generous invitation to participate in a hour-long virtual meeting with you and apparently members of your team to discuss comments I submitted June 5 for the Environmental Assessment public record. However, I am uncomfortable at the imposition on your valuable time along with the format and humbly decline.</p> <p>As detailed in my June 5 note, it appears a shorter, more-direct transmission line would be better on every environmental parameter in the immediate term and in the long term. In addition, as outlined, the direct option promises to provide net cost savings. I hope that your undertaking to do a thorough review and consideration of the points I raised will result in a shorter, greener and cheaper route being explored without further delay.</p> <p>If PUC Transmission LP remains single-mindedly dedicated to the 50-year-old plan then an explanation would be welcome when you provide the comprehensive response to my questions and comments to which you committed. Since you were prepared to meet virtually on June 15, I trust it will not be a problem to send an email by then.</p>	<p>Thank you for the alternative route suggestion.</p> <p>We reviewed your proposed route and have determined that it is not feasible due to property impacts and technical constraints. This is primarily because the aerial imagery on which your route was depicted is outdated and current imagery of the area looks quite different.</p> <p>The image below shows the area of most concern along your alternate route. This is the area of Sherbrook Drive and Peoples Road.</p> <p>To further investigate this area, D Parrella visited the site to verify the current status of residential development in the area and found that it is now almost fully developed. As such, we prepared the summary image below noting current development not shown on the map that you had provided.</p> <p>As shown in the above images, based on the degree of current housing development and other restrictions, we have determined that the newly proposed alternate route is not feasible.</p> <p>As well, the proposed common elements route presented at PIC #1 is, to a large extent, clear of trees and vegetation that would need to be cleared to accommodate the powerline. This newly proposed route would require significantly more vegetation and tree clearing, which is one of the factors being taken into consideration in the Class Environmental Assessment (EA).</p> <p>We can confirm that all of your comments will be included in the Public Information Centre #1 Summary Report and in the consultation summary of the Environmental Study Report.</p> <p>We very much appreciate your input and will be happy to answer any additional questions that you might have.</p>	<p>11-June-22 - PUC responded as indicated.</p> <p>-----</p> <p>17-June-22 -WSP responded as indicated.</p>
EA Website Inquiries					



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W1	01-Apr-22	Kyle McNichol	Four issues I can think of immediately . I live in the 500 m radius. 1. A 230 KV line gives off radiation levels not safe for human exposure. A distance of 300 ft is considered a “safe zone”. I cannot believe that a line like this is being run in a new subdivision I need to be notified of proper safety distances and what this will do to my families health and environmental well being ? 2. My home value is going to drop. I want to know what your response is to lowering home values in one of the newest subdivisions in the city. 3. I pay some of the highest taxes in the city. Will our taxes be adjusted based on this electrical exposure ? Will PUC BE REIMBURSING ME for my high tax rate when I live beside this line ? 4. Power bumps ? How much will this tie in with Algoma steel and effect our reliable power supply ?	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station. The powerline is proposed for construction along the black line shown on the Study Area map that you received (copy attached for reference). The northerly black line route is contained within PUC easements that are already in place. This is well north of the Greenfield Subdivision. Health Canada provides information and guidance on electric and magnetic fields (EMFs) at extremely low frequencies (ELFs) – i.e. 60 Hz. powerline frequencies – at this link; https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html Please see the attached information pamphlet from Health Canada that includes the following statement at the center-bottom of page 2: “Health Canada does not consider that any precautionary measures are needed regarding daily exposures to EMFs at ELFs. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors.”	14-Apr-22 - PUC responded as noted and included a copy of the Health Canada fact sheet.
W2	04-Apr-22	John Yukich	what are the health issues for this plan to people in Bayview .I see where in that circle.	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station. Health Canada provides information and guidance on electric and magnetic fields (EMFs) at extremely low frequencies (ELFs) – i.e. 60 Hz. powerline frequencies – at this link; https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html Please see the attached information pamphlet from Health Canada that includes the following statement at the center-bottom of page 2: “Health Canada does not consider that any precautionary measures are needed regarding daily exposures to EMFs at ELFs. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors.”	14-Apr-22 - PUC responded as noted and included a copy of the Health Canada fact sheet.

ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W3	04-Apr-22	Kyle Palaro	Hey there, I'm very curious about the structure/tower style. Is it possible to see proposed pictures/design. Thank you.	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station. Detailed drawings are not available yet as the project is in the early stages of planning. However, the Google StreetView clip below provides an example of the type of steel mono-pole that is planned for use on this project. This image is taken on Second Line immediately east of North Street. Also, attached are preliminary pole specification drawings, as contemplated at this time, for your information.	18-Apr-22 - PUC responded as noted and included a simplified copy of the 230 kV line pole design drawings.
W4	05-Apr-22	Pamela Carson	What steps are being taken to ensure that there will not be impact to wildlife or residential subdivisions?	Thank you for your email and for your interest in PUC's Class Environmental Assessment Study for the 230 kV Transmission Project in Sault Ste. Marie, Ontario. As part of the Class Environmental Assessment process, several criteria will be considered and evaluated as part of this route alternative selection process. These criteria typically include natural environment, socio-economic environment, and cultural heritage environment components. These criteria will typically consider the impacts to components such as wildlife species and habitat, as well as proximity to residences and businesses. Further information on these criteria and the work being undertaken will be further discussed at Public Information Centre #1 that is currently planned for May 2022. For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com Please let us know if you have any further questions.	27-Apr-22 - PUC responded as noted.
W5	06-Apr-22	Robert Chistopher Cormier	In looking at the study map, which property are you planning to cross between Moss Road and Goulais Avenue?	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station. The image below, taken from GoogleEarth, shows the approximate location of the proposed powerline, which is represented by the yellow line. The PUC holds easements for a powerline corridor, 125 feet in width, through this area. The yellow line is approximately along the center line of those easements.	19-Apr-22 - PUC responded as noted.
W6	06-Apr-22	Sue	I went to the mailing list and provided my email address as requested. I then hit the subscribe button ... and nothing happened. There was no confirmation that I had been successful in my quest. Does this lack of confirmation indicate that I made an error or that this portal is not actually functioning?	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie. This is to confirm receipt of your message, you have been added to the mailing list. There was a problem with the input form which has been corrected.	19-Apr-22 - PUC responded as noted.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W7	07-Apr-22	Rob DiRenzo	What are the dates of the virtual and in-person open houses? Will the line be installed under ground or above ? Can you provide an pic and description of a similar tower if applicable? thanks Rob.	<p>Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie.</p> <p>The in-person open house will be held May 26th at the West End Community Centre, 556 Goulais Ave, from 4:30 to 7:30 pm. The virtual open house will be May 31st from 4:30 to 7:30 pm.</p> <p>The powerlines are proposed to be installed overhead. The image below, taken from GoogleStreetView, provides an example of the type of steel monopole that is planned for use on this project. This image is taken on Second Line immediately west of North Street.</p> <p>For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com</p>	19-Apr-22 - PUC responded as noted.
W8	07-Apr-22	Steve St. Jean	I live on Brookfield Ave. and I notice on the route option map as per option 4 (green) concerns me as this follows almost wholly on Conservation right of way which is directly behind my residence. The question I have is would this be an above ground (on poles) application or buried, there are currently no above ground lines on any of that proposed route and I think that if this is the plan that it would be a terrible eye sore as well as a hazard to the abundant wildlife and birds that use that area. Are the options in a preferred order by number Steve St. Jean	<p>Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station. Health Canada provides information and guidance on electric and magnetic fields (EMFs) at extremely low frequencies (ELFs) – i.e. 60 Hz. powerline frequencies – at this link; https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html</p> <p>Please see the attached information pamphlet from Health Canada that includes the following statement at the center-bottom of page 2: “Health Canada does not consider that any precautionary measures are needed regarding daily exposures to EMFs at ELFs. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors.” The various route options are not listed in any specific order or preference. The powerline is proposed to be installed overhead.</p> <p>The image below, taken from GoogleStreetView, provides an example of the type of steel monopole that is planned for use on this project. This image is taken on Second Line immediately west of North Street.</p> <p>For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com</p>	21-Apr-22 - PUC responded as noted and included a copy of the Health Canada fact sheet.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W9	07-Apr-22	Kathryn Fleming	It's hard to tell where this route goes on Winfield Drive, without labelling of the actual streets and lots, can you elaborate on that?	<p>Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie.</p> <p>The image below, taken from Google Earth, indicates the proposed location of the “green line” option shown on the Study Map (represented here by the yellow line) which is about 330 meters west of the end of Winfield Drive.</p> <p>For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com</p>	19-Apr-22 - PUC responded as noted.
W10	11-Apr-22	Geoffrey Alfred Truscott	<p>Question1: Are the current plans to replace existing poles along the planned route on Allen's side road with the new steel poles or are there addional poles to be installed.</p> <p>Question 2: if the answer to #1 above is additional poles, will these poles be placed on existing right of ways</p>	<p>Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie.</p> <p>For the potential route option along Allens Side Road within your area, the proposal would be to install new steel poles along the east side of the road within the municipal road right-of-way.</p> <p>The image below, taken from Google StreetView, provides an example of the type of steel monopole that is planned for use on this project. This image is taken on Second Line immediately west of North Street.</p> <p>For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com</p>	19-Apr-22 - PUC responded as noted.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W11	18-Apr-22	Allan Frederick	Will there be any benefits to PUC distribution customers, to shareholders. How is debt structured What is expected rate of return on investment subject to OEB approval	<p>Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie.</p> <p>This proposed transmission project may provide benefit to PUC Distribution customers in the near future. PUC Transmission's current station design includes the ability to provide several 34.5 kV feeders for PUC Distribution. These feeders will provide new 34.5 kV source in the westerly area of the city that will facilitate the LDC's reconstruction of its existing transformer stations.</p> <p>PUC Transmission is partnering with Axiom Infrastructure Inc. to finance the project. However, the final debt structure is yet to be determined.</p> <p>The rate of return will be determined once the OEB approves PUC Transmission's cost of service application, which is anticipated to be filed and approved prior to the in-service date of December 2024.</p> <p>For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com</p>	20-Apr-22 - PUC responded as noted.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W12	21-Apr-22	Dennis Gagne	<p>I am writing this email today in regard to the 230kv line that is planned to go through my property at 840 Third Line West in Sault Ste Marie, Ontario. As a Father, Husband, Property owner, and resident I have the following concerns:</p> <p>These are health concerns taken from epidemiological studies done on living near high voltage lines</p> <p>Short Term</p> <p>Headaches</p> <p>Fatigue</p> <p>Anxiety</p> <p>Insomnia</p> <p>Prickling/burning skin</p> <p>Rashes</p> <p>Muscle pain</p> <p>Long Term</p> <p>Leukemia</p> <p>Brain Tumours i.e. Glioblastoma</p> <p>DNA Damage</p> <p>Neurodegenerative Disease i.e. Alzheimers, Parkinsons</p> <p>Heart Arrhythmia</p> <p>Tinnitus</p> <p>Some other concerns</p> <p>Significantly reduces property value due to fear of negative health effects, unpleasant view of 40m steel post, and constant hum from 230kv line. The property will be rendered useless. I will be paying taxes on nearly 4 acres of land that I can no longer use.</p> <p>I have received permits to develop that part of that land and work was done. Just last year a large section was rototilled to enhance the agriculture.</p> <p>My family's quality of life is going to be affected by this</p> <p>These are some of the concerns that I have.</p> <p>Please reply via this email address. If there is anyone else that should be receiving this email please let me know.</p>	<p>Apologies for the delay in responding, it is our objective to respond to all inquiries within 10 business days.</p> <p>Thank you for your feedback in relation to the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV transmission line and station.</p> <p>Health Canada provides information and guidance on electric and magnetic fields (EMFs) at extremely low frequencies (ELFs) – i.e. 60 Hz. powerline frequencies – at this link; https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html</p> <p>Please see the attached information pamphlet from Health Canada that includes the following statement at the center-bottom of page 2: “Health Canada does not consider that any precautionary measures are needed regarding daily exposures to EMFs at ELFs. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors.”</p> <p>Please note, the only restriction related to use of the easement lands is that no permanent buildings that are subject to the Ontario Building Code are permitted within the easement boundaries and that access to power poles must not be impeded.</p>	4-May-22 - PUC responded as noted.



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W13	22-Apr-22	Carol Irvine	Hi; This letter is in regard to the Notice of Study Commencement Class Environmental Assessment Study for the 230kV Transmission Project. I would very much like to make my choice known. I choose route 4(the green line) that would go through the vacant, wooded property along Allen's Side Road as my first choice. My second choice would be route 1(the orange line) that goes along Allen's Side Road. As for the station; I choose option 2. This is to supply Algoma Steel ASI EAF Station and should be nearest that location.	Thank you for your interest in the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie. This is to confirm receipt of your message. Your comments have been noted and will be taken into consideration in completing this study. For up-to-date information on open houses or the status of the project, please sign up for our mailing list at www.PUCTransmissionLP.com	28-Apr-22 - PUC responded as indicated.

W14	25-Apr-22	John Halucha	<p>Dear PUC Transmission LP Project Team,</p> <p>Thank you for your response to the email I sent Mr. Parrella April 6. Thank you also for your invitation to sign up for your mailing list. Please note that I did sign up for it April 1. I would be grateful if you could send a note to verify that this address, from which I wrote to Mr. Parrella and from which I am replying today, is on that mailing list because I am interested in both the in-person and virtual information sessions.</p> <p>When you refer to “existing PUC easements that have been in place since the early 70’s for eventual construction of such a powerline” are you saying this stretch is a fait accompli and is not part of the current EA? If so, I do not recall any public consultation for that section and am asking for documentation of any EA process connected to it. Since the first Public Information Centre / Open House will be held in person late in May, I would appreciate a timely response so that I can meaningfully engage and be consulted as part of the EA process.</p> <p>Because time is of the essence, it would be most efficient if you could share this documentation electronically. However, if the post is your best option then you could send it to. Your explanation that the “black line” of existing PUC easements “represents the most cost-effective way to reach the west end of the city” is puzzling. As I said in my email to Mr. Parrella, the round-about path seems to be some 1200 metres longer than a direct route. Your own web site estimates that poles will be approximately 200 metres apart, which means at least an extra six or seven towers that would need to be manufactured, installed and maintained. It also means an extra 1200 metres of multiple wires that would need to be manufactured, installed and maintained. Please explain how using the round-about proposal would be more “cost-effective”.</p> <p>Moreover, since environmental concerns are presumably the focus of an Environmental Assessment such as this, please explain how manufacture, transport, installation and maintenance of these extra towers and lines is more environmentally friendly than a direct route. Also, please outline how much perpetual extra line loss there would in the extra 1200 metres of lines, showing how much per line and how many lines are planned for this initial 300 MW stage and how many would be needed for an additional 300 MW in the future. Such line loss seems to be a waste of energy and contrary to environmental considerations, so please explain how the round-about route is environmentally superior as well as more cost-effective.</p> <p>If the lines are to resemble the lines your web site cites on Lyons Avenue, why could they not run directly along Third Line west to Allens Sideroad? Does the PUC not have easements for existing PUC lines on that route? Surely a thorough Environmental Assessment should include alternatives to the existing round-about PUC easement, including along Third Line and another route through mostly undeveloped lands south of Third Line. Your response does not indicate whether such routes were considered by the PUC Transmission LP Project Team. Clarification would be appreciated.</p> <p>The round-about route includes wetlands under Sault Ste Marie Region Conservation Authority (SSMRCA) Administration of Ontario Regulation 176/06, including a stream, beaver pond and beaver dam mid-way between Goulais Avenue and Allens Sideroad where the east-west portion turns south to cross Third Line. In your package for me, could you please include any SSMRCA input into the Environmental Assessment, whether in the 1970s or the current EA process or at any time between. I am confident you will expedite this information under the tight time line you described, but will contact SSMRCA directly as well.</p>	<p>By way of this email, we confirm that john.halucha@outlook.com is on the mailing list. Please note that all proposed routes are included in this EA process. The existing easements that run across the northerly area of the city comprise part of the common element route (the black lines) that are common to all coloured line options.</p> <p>In order to replace the northerly route (as represented with the black line), extensive quantities of new easements would be required. PUC’s real estate representatives will work closely with directly impacted property owners to acquire easements that would affect their property. As such, the existing PUC easements provide the most feasible option at this time. This will be discussed further at PIC #1, which is planned for the end of May.</p> <p>The study team will consider a number of factors in assessing the preferred route, line losses will be one of those factors. This will be discussed further at PIC #1, which is planned for the end of May. PUC does not have easements along existing municipal road rights-of-way since distribution lines on the streets do not require additional building clearances to the extent that 230 kV transmission lines do. The comments above regarding the cost of acquiring such easements apply here as well.</p> <p>Please note that electrical transmission lines are not incompatible with conservation lands or associated uses. We do not have any input that SSMRCA provided in the 1970s; however, please find attached the comments provided by SSMRCA as part of this EA. These comments will also be included as part of the Consultation Record that will be developed in the later stages of this project.</p>	5-May-22 - PUC responded as noted.
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ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W15	09-May-22	Dennis Gagne	<p>I have read the information you have sent and the effects or lack of effects from living near EMF/ELF sources is not 100% conclusive either way. See below.</p> <p>"In the past 30 years the concern that daily exposure to extremely low-frequency magnetic fields (ELF-EMF) (1 to 300 Hz) might be harmful to human health (cancer, neurobehavioral disturbances, etc) has been the object of debate, and has become a public health concern. This has resulted in the classification of ELF-EMF into category 2B, ie, agents that are "possibly carcinogenic to humans" by the International Agency for Research on Cancer."</p> <p>The placement of the 40m metal pole is also a concern and the "hum" that I mentioned earlier was not mentioned in the reply. Nor was the property value and taxes.</p>	<p>Thank you for your feedback in relation to the Minor Transmission Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV transmission line and station.</p> <p>Information provided by Health Canada at this link (https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html#a) includes the following:</p> <p>Your comments regarding property value impacts have been noted and will be considered as part of the decision-making process.</p> <p>Please note, as mentioned earlier, the property underneath the transmission line and within the limits of the easements, with the exception of where poles are being proposed, can continue to be used for agricultural purposes or any other use that does not involve permanent buildings subject to the Ontario Building Code.</p> <p>Also, typically there will be negligible hum or buzz audible from the transmission line. There may be a faint hum during wet weather conditions, however any hum that may result is not expected to be noticeable within your home.</p>	26-May-22 - PUC responded as noted.

ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
W16	15-May-22	John Halucha	<p>Thank you for confirmation that this address is on your mailing list. Please note that I have not yet received direct notice of your Public Information Centre #1 scheduled for May 26, 2022, as published in your Sault Star advertisement May 12, 2022.</p> <p>You write, “The existing easements that run across the northerly area of the city comprise part of the common element route (the black lines) that are common to all coloured line options.” Does this mean that the existing easements (the black lines) are subject to this EA?</p> <p>I am disappointed that you are not able to tell me why manufacture, transport, installation and maintenance of an extra 1200 metres of towers and lines is more environmentally friendly than a direct route and how much perpetual extra line loss there would be, in advance of the public information centre. With respect, the response, “The study team will consider a number of factors in assessing the preferred route, line losses will be one of those factors.” is not substantive.</p> <p>Thank you for sharing the input from SSMRCA. I would still be grateful to know how close the proposed line route would be to the stream, beaver pond and beaver dam mid-way between Goulais Avenue and Allens Sideroad where the east-west portion turns south to cross Third Line. According to Google Earth, the dam is at 46°33' N, 84°23' W.</p> <p>Depending on how precise your published map is, it appears that the route would be very near if not directly over the stream, dam and pond. In anticipation of that, I have been in contact with the Ministry of Northern Development, Mines, Natural Resources and Forestry to ask if it is giving input into this EA. I am still awaiting a fulsome response to questions that I raised with NDMNRF but any clarification you could provide in advance of the May 26 session would be greatly appreciated</p>		Response not required since inquiry was addressed in other correspondence.
W17	19-May-22	Gary Schryer	<p>Hello, I live on Kent Crescent and the new high voltage lines will be run behind our property. I plan to attend the Zoom session on May 31, but the two questions I have are: 1. How far away from my property line will the new power lines be constructed? I have plans to construct a garage in my back yard in the next few years and I am concerned that the location I want to build may become limited due to minimum clearance requirements to overhead power lines described in the Ontario Building Code. 2. Are there plans to construct a maintenance road or access road for the power lines? I do not have great access to my back yard to store my travel trailer in winter and I'm curious if there is an opportunity to have an access road brought in from Peoples Road that would give my neighbours and I access to our rear yards.</p>	<p>Apologies for the delay in responding, it is our objective to respond to all inquiries within 10 business days.</p> <p>Further details, including the presentation that was provided during the virtual meeting on May 31st and detailed maps of the project, are provided at this link: https://puctransmissionlp.com/project-plan/</p> <p>Map 4 provides details on the location of the proposed powerline relative to your property. An extract of Map 4 is provided below for your reference. The line is proposed approximately 18 meters north of your northmost property line. This will not impact any construction on your property under the Building Code.</p> <p>With regards to your question about an access road – yes, an access road for construction and ongoing maintenance of the powerline is proposed from Peoples Road along the easement. The road is proposed to be more of a cross-country trail than a roadway. It will likely not be of any use for access to the rear lots of abutting properties.</p> <p>Let us know if we can provide anything further.</p>	6-June-22 - PUC responded as noted.

W18	05-Jun-22	John Halucha	<p>John Halucha writes,</p> <p>PUC (Transmission) LP is doggedly defending a round-about northern section to link the Third Line Hydro One substation with Algoma Steel, refusing to consider a shorter and greener alternative to the route chosen 50 years ago. This will create extra environmental damage during construction in addition to wasting energy every day that a needlessly long line delivers electricity to Algoma Steel and perhaps other industry over the next century or longer. PUC (Transmission) LP has set a tight timeline for environmental assessment of this vital infrastructure but has squandered two months of opportunity to study a shorter route south of Third Line, drawn to their attention multiple times beginning April 6, 2022. On that date, I responded to the Notice of Study Commencement by emailing the undersigned Dominic Parrella, Executive Lead, Special Projects PUC Transmission LP: “I am curious why PUC Transmission LP has chosen a route that veers north rather than taking a more direct course to Algoma Steel: from the Third Line Hydro Station south across Third Line for perhaps 50 to 200 metres, then directly west to meet up with the published proposed route mid-way between Goulais Avenue and Allens Sideroad. By my rough reckoning, this would save some 1200 metres. Using your information that the proposed route would be approximately 14 km, this more-direct path would be about 12.8 km. Why would PUC want to add almost 10 per cent to the length of the line with commensurate extra initial construction costs, ongoing maintenance costs, and wasteful line losses for as long as these cables carry huge amounts of electricity to Algoma Steel?” I did not get a response from Mr. Parrella but 18 days later, April 24, “PUC Transmission LP Project Team” replied that: “The study team will consider a number of factors in assessing the preferred route, line losses will be one of those factors. This will be discussed further at PIC #1, which is planned for the end of May.” When I asked Mr. Parrella about it at the May 26 meeting, he said those calculations had not been done. However, he did verify that if and when electricity use doubled for future industrial development, those extra line losses would double also. PUC Transmission LP Project Team also said on April 24 that the “common element” line drawn in black on their map “is covered by existing PUC easements that have been in place since the early 70’s for eventual construction of such a powerline. Therefore, the black line represents the most cost-effective way to reach the west end of the city.” I replied the next day to ask whether that northerly portion was a fait accompli and had already been subject to an EA process of which I was unaware, and added: “Your own web site estimates that poles will be approximately 200 metres apart, which means at least an extra six or seven towers that would need to be manufactured, installed and maintained. It also means an extra 1200 metres of multiple wires that would need to be manufactured, installed and maintained. Please explain how using the round-about proposal would be more “cost-effective”. Moreover, since environmental concerns are presumably the focus of an Environmental Assessment such as this, please explain how manufacture, transport, installation and maintenance of these extra towers and lines is more environmentally friendly than a direct route. Also, please outline how much perpetual extra line loss there would in the extra 1200 metres of lines ...” It wasn’t until May 5 that PUC Transmission LP Project Team responded, “Please note that all proposed routes are included in this EA process. The existing easements that run across the northerly area of the city comprise part of the common element route (the black lines) that are common to all coloured line options.” If that meant the PUC considered the old path a “proposed route” subject to this EA, alternatives should still be open to study. The May 5 note continued, “In order to replace</p>	<p>Note: this message from Mr Halucha is the same message sent to Jeremiah Pariag June 5 and responded to on June 17. See Email Inquires tab item E25 for details.</p>	<p>17-Jun-22- WSP responded as indicated in E25, Email Inquires tab.</p>
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the northerly route (as represented with the black line), extensive quantities of new easements would be required. PUC's real estate representatives will work closely with directly impacted property owners to acquire easements that would affect their property. As such, the existing PUC easements provide the most feasible option at this time. This will be discussed further at PIC #1, which is planned for the end of May." When I sought clarification at the May 26 PIC #1, staffers told me that the "common elements" route is subject to this environmental assessment but no alternatives were considered because the PUC was satisfied with existing easements. I said that sounded as though PUC had already made up its mind and would not study alternatives even though an extra 1-1/4 kilometres of line was inherently anti-environmental. I was assured by staff that changes to the "common elements" could still be made because the environmental assessment process was in early stages. However, when I spoke at that meeting with Mr. Parrella about whether a shorter, greener, cheaper route was being considered he said no, because environment was paramount and encroachment on existing residential buildings was a major consideration though cost was also a factor. I pointed out that the old route in fact encroached more closely on more residential buildings than a route south of Third Line would. He disagreed. The next day, May 27, I sent Mr. Parrella a note illustrated with satellite images showing he was mistaken. I said the lines were approximate but demonstrate proof of concept providing a compelling argument for a closer look at the advantages of a shorter path, and invited him to point to flaws in my analysis before it went into the public record. More than week later there still is no reply disputing any points made, nor has there been any indication that a shorter alternative was or will be studied. The closest the more-efficient southern route would come to any residences is: - 50 metres north of an isolated residence east of Peoples Road (but there is more than 125 metres between this house and residences on the south side of Third Line so there is flexibility) - 61 metres between two residences on the east side of Peoples Road - 133 metres between isolated buildings east of Moss Road The 50-year-old "common elements" route encroaches closely on five times as many homes: - 80 metres between two residences on the east side of Old Goulais Bay Road - 60 metres between two residences on the west side of Old Goulais Bay Road - 38 metres between two residences on the east side of Peoples Road - 41 metres between two residences on the west side of Peoples Road - 45 metres between a residence on the west side of Brule Road and the middle of the existing easement - 80 metres between two residences on the east side of Moss Road - 65 metres between two residences on the west side of Moss Road - 33 metres north of an isolated residence east of Goulais Avenue - 83 metres between two residences on the east side of Goulais Avenue - 49 metres between two residences on the west side of Goulais Avenue - 50 metres between two residences on the north side of Third Line The alternative southern portion through the uninhabited Fort Creek area offers flexibility. In the example it is drawn about 50 metres behind one residence on Third Line, similar to the distance the old route is from several homes north of Tallack Boulevard (especially on Kent Crescent), which Mr. Parrella said is no problem. Similarly, there is a lot of flexibility in the alternative path north of Chippewa street where the rough example line is more than 80 metres away from the nearest residence. The path through the industrial property on the west side of Peoples Road would require some shifting of transmission lines and/or buildings to abide by the 10-metre minimum clearance. It should also be noted that the old route extends largely through what the Sault Ste Marie Region Conservation Authority deems Medium Intrinsic Susceptibility of the aquifer, an important source of drinking water in the city. In fact, it either crosses or is very near a small area listed as High Intrinsic Susceptibility. The



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
			<p>alternative southern route would be entirely in the Low Intrinsic Susceptibility zone. This may have bearing on drinking-water quality due to PUC maintenance of easements, particularly if herbicides or other noxious chemicals are used. Summing up, exploring the shorter route is warranted for several environmental reasons: - less encroachment on existing residences - lower risk to the aquifer - lower greenhouse gas emissions with the reduction of manufacture, transportation, installation and maintenance of about 1.2 km of line and poles - long-term energy efficiency by avoiding an extra 1.2 km of perpetual line loss that would be doubled if and when electricity transmission is doubled for future industry. Cost savings also favour the southern alternative. PUC Transmission LP says the proposed line would be approximately 14 km long and cost about \$100 million, which works out to \$7.1 million per kilometre or \$8.6 million for the extra 1.2 km of the old route. Some costs are not directly tied to specific site engineering, materials and installation, but cutting that in half would still mean saving about \$4 million using the shorter route. This project should serve the people and industry of Sault Ste Marie well into the future. It is unconscionable to construct such an enduring and important project along an environmentally inferior route. Rather than staying stuck 50 years in the past when environmental awareness was low, planners would be wise to look forward 50 years when environmental concern is likely to be even stronger than today. John Halucha</p>		

W19	18-Jun-22	John Halucha	<p>Thank you for addressing some of the concerns that I posted for the public record June 5, 2022 to https://puctransmissionlp.com/submit-a-question/ and emailed the same day to Jeremiah Pariag with copies to Dominic Parrella and Katie Elliott. However, several aspects of my June 5 message have been missed in your reply, perhaps because it is not to my message submitted for the record June 5 but to a partial preview I sent as a courtesy to Mr. Parrella's personal attention on May 27. Another explanation might be that PUC Transmission LP is tacitly accepting the accuracy of all points that it has ignored. Before earlier comments and questions not yet addressed by PUC Transmission LP are itemized, has another alternative route yet been considered more or less as sketched in PUC 230 kV alternative route2.jpg, attached: following existing PUC large-line easements from the Hydro One Third Line Station south along Sackville Road to Second Line, then west along Second Line either on the south side where there are no residences (preferred) or the north side as an option, then south along Carmen's Way (either side; I have drawn it on the west side here) and across rail and industrial properties to Station Option 2 near Algoma Steel.</p> <p>This direct route has many minor adjustments readily available to avoid impediments that PUC Transmission LP experts may identify. It also has so many advantages that PUC Transmission LP should be motivated to make accommodations such as expanding existing easements or acquiring new easements if needed: a) A length of less than 7 km, roughly half the 14 km using the round-about old path plus one of the Options. b) Very little, if any, existing residential construction encroached; certainly much less than using the old northern route. c) No need to further explore Options 1 through 4, all of which involve encroaching on yet more existing residential construction in addition to possible future residential development. Also, the need for many new easements along any of those Option routes would be avoided, saving much time and expense. d) Reduced compromise of aquifer safety that the old northern route threatens. In light of these advantages, references to the 1.2 km of transmission line savings under the first alternative proposal are amended below to 7 km. It seems so obviously and vastly superior that I have no explanation why I did not propose it in the first place. I appreciate that Mr. Parrella personally visited the Sherbrook Drive - Peoples Road site and prepared an update, but am disappointed that many of my points were not addressed despite Mr. Parrella's June 8 assurance of "thorough review and consideration of the points you raise ... We will provide a comprehensive response to your questions and comments as soon as possible." I have used a numbered format here with hope it will assist you to satisfy that assurance.</p> <p>1a. Does PUC Transmission LP acknowledge that manufacturing, transporting, installing and maintaining 7 km of extra lines and poles would produce extra greenhouse gases, contrary to the stated purpose of substantial public investment in switching Algoma Steel to electric steelmaking? 1b. While environmental considerations have been termed paramount, PUC has said that cost is a factor. Does PUC Transmission LP acknowledge that manufacturing, transporting, installing and maintaining 7 km of extra lines and poles means extra costs in the immediate construction phase and for as many decades as the transmission line is in service? 1c. Does PUC Transmission LP acknowledge that these cost savings could be applied to mitigate any costs of developing a shorter and greener route? 2. Mr. Parrella has already acknowledged that an extra 1.2 kilometres of transmission line means extra line losses in perpetuity for every day the current flows, and those losses would be doubled if electricity use were to be doubled for future industrial</p>	<p>Thank you for your continued interest in the PUC Transmission LP Class EA and for your suggestion of alternative routes. The routes that you have suggested were considered; however, they were not carried forward as options as they were determined to be unfeasible. Some of the factors that were considered in this decision for each of those routes are below:</p> <p>Alternative Route 1 (Northern route suggestion – May 27th email):</p> <ul style="list-style-type: none"> • Technical factors: <ul style="list-style-type: none"> ○ Line losses: One of the benefits of this route is a shorter line; however, as discussed below, the route is not a feasible option. ○ Construction cost: Though this route is shorter than the Common Elements Route, the overall cost is expected to be significantly higher due to the shorter span lengths and numerous additional poles required to accommodate the additional turns in the route. ○ Feasibility: Due to conflict with existing development including new residential development in the area of Peoples Road and Sherbrooke Drive, we have determined that this route is not a technically viable option. • Environmental and Socio-Economic Factors: The total number of structures required to accommodate the additional turns in the route is expected to result in a more significant environmental impact. It is expected that these new residents would identify new social impacts as there is no existing easement protecting the land for such a utility corridor. <p>Alternative Route 2 (Most recent suggestion – June 18th email):</p> <ul style="list-style-type: none"> • Technical Factors: Due to conflict with existing development including residential, commercial, and utility infrastructure, the route was determined not to be a technically viable option. • Environmental and Socio-Economic Factors: Similar to Alternative Route #1, it is expected that these new residents would identify new social impacts as there is no existing easement protecting the land for such a utility corridor. <p>We are pleased to provide more detailed responses to your specific comments or questions below where we have inserted our responses in red italicized text following each item.</p>	07-Jul-22 - PUC responded as noted.
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development. That applies even more significantly if there is an unnecessary extra 7 km of lines. However, PUC Transmission LP has yet to detail the extent of this extra line loss. Please note that I first asked about this on April 6 and was told by you on April 24 that the answer would come at the PIC #1, planned for the end of May. When I asked Mr. Parrella about it at the May 26 meeting, he said those calculations had not been done. I would still appreciate a response to this question, since the extra line loss would be an ongoing waste of energy for generations. 3a. Does PUC Transmission LP acknowledge that the 50-year-old route would encroach closely on at least 20 residences? If so, please explain precisely how the old route is superior “based on the degree of current housing development”. 3b. If the satellite photo used in the draft proof of concept does not show subsequent housing development as illustrated by Mr. Parrella, perhaps it does not show subsequent housing development along the old route. Has that been investigated by PUC Transmission LP? 3c. After assertions about extra effects on existing housing were demonstrated to be incorrect, Mr. Parrella introduced two future houses plus a “future Residential Subdivision” as a consideration. Has PUC Transmission LP examined whether any future residential construction is being planned along the round-about route? 4. Please address my June 5 notes about the aquifer: “It should also be noted that the old route extends largely through what the Sault Ste Marie Region Conservation Authority deems Medium Intrinsic Susceptibility of the aquifer, an important source of drinking water in the city. In fact, it either crosses or is very near a small area listed as High Intrinsic Susceptibility. The alternative southern route [including the Carmen’s Way alternative] would be entirely in the Low Intrinsic Susceptibility zone. This may have bearing on drinking-water quality due to PUC maintenance of easements, particularly if herbicides or other noxious chemicals are used.” 5a. You write, “As well, the proposed common elements route presented at PIC #1 is, to a large extent, clear of trees and vegetation that would need to be cleared to accommodate the powerline. This newly proposed route would require significantly more vegetation and tree clearing, which is one of the factors being taken into consideration in the Class Environmental Assessment (EA).” Does PUC Transmission LP acknowledge that the old route was largely cleared artificially of trees and vegetation prior to the Class Environmental Assessment? Certainly, in the satellite image much of that “clear” corridor seems to be surrounded by trees and vegetation rather than being clear in its natural state. 5b. Does PUC Transmission LP acknowledge that whatever route is chosen, the vegetation will have to be controlled for the lifetime of the transmission line, whether that is half a century or a century or longer? Wouldn’t maintaining a shorter easement over that extended period mitigate any extra costs of clearing a more-direct route one time? 6a. Thank you for confirming that, “all of your comments will be included in the Public Information Centre #1 Summary Report and in the consultation summary of the Environmental Study Report.” Can you confirm that the comments to be included will be the ones I posted and emailed for that purpose June 5, not the ones I sent in a private email to Mr. Parrella May 27? 6b. Please include your June 17 response and my June 18 reply (this note) in the Public Information Centre #1 Summary Report and in the consultation summary of the Environmental Study Report. I realize it is past your commenting period ending June 9, but it would be unfortunate if these exchanges were to be excluded due to delays not of my doing. I have generally replied to messages the next day since beginning our correspondence April 6 but the same cannot be said for PUC Transmission LP. If necessary, I can provide a dated and itemized list of our exchanges. I hope that PUC Transmission LP is seriously considering the most energy-efficient route

1a. Does PUC Transmission LP acknowledge that manufacturing, transporting, installing and maintaining 7 km of extra lines and poles would produce extra greenhouse gases, contrary to the stated purpose of substantial public investment in switching Algoma Steel to electric steelmaking?

Answer: Algoma Steel has committed to transitioning its manufacturing process from the integrated basic oxygen steelmaking route to electric arc steelmaking. This process change will shrink Algoma’s environmental footprint dramatically, with an expected reduction in greenhouse gas emissions by up to 70%, positioning Algoma as one of the leading producers of green steel in North America.

Length of the new line is a consideration and shorter lines are favored wherever possible. The Common Elements Route and alternative route options presented at the PIC #1 comprise the shortest feasible routes required to service Algoma’s electric Arc Furnace Station. Other factors considered include number of infrastructure crossings (roads, residences, etc.), constraints on future capital works, existing continuous right-of-way, and other biophysical and socio-economic constraints. The full list of factors and criteria included in the evaluation process will be presented during the upcoming PIC.

1b. While environmental considerations have been termed paramount, PUC has said that cost is a factor. Does PUC Transmission LP acknowledge that manufacturing, transporting, installing and maintaining 7 km of extra lines and poles means extra costs in the immediate construction phase and for as many decades as the transmission line is in service?

Answer: The selection of the preferred route requires a combination of environmental, social and technical criteria applied to feasible route options. Factors include number of infrastructure crossings (roads, residences, etc.), constraints on future capital works, existing continuous right-of-way, and other biophysical and socio-economic constraints. The full list of factors and criteria included in the evaluation process will be presented during the upcoming PIC.

1c. Does PUC Transmission LP acknowledge that these cost savings could be applied to mitigate any costs of developing a shorter and greener route?

Answer: As mentioned, please note that route length is only one factor when determining cost, and cost is only one criterion when selecting a preferred route. Please refer to answers provided for questions 1 and 2 for further information.

2. Mr. Parrella has already acknowledged that an extra 1.2 kilometres of transmission line means extra line losses in

		<p>possible for crucial infrastructure that will serve Sault Ste Marie residents and industry for generations rather than relying on a wasteful round-about route proposed a half-century ago.</p>	<p>perpetuity for every day the current flows, and those losses would be doubled if electricity use were to be doubled for future industrial development. That applies even more significantly if there is an unnecessary extra 7 km of lines. However, PUC Transmission LP has yet to detail the extent of this extra line loss. Please note that I first asked about this on April 6 and was told by you on April 24 that the answer would come at the PIC #1, planned for the end of May. When I asked Mr. Parrella about it at the May 26 meeting, he said those calculations had not been done. I would still appreciate a response to this question, since the extra line loss would be an ongoing waste of energy for generations.</p> <p>Answer: The Environmental Assessment (EA) process is a comprehensive process that evaluates routes based on a number of factors such as number of infrastructure crossings (roads, residences, etc.), constraints on future capital works, existing continuous right-of-way, and other biophysical and socio-economic constraints. As such, the line losses may differ between routes, but this is not indicative of the overall environmental impact.</p> <p>3a. Does PUC Transmission LP acknowledge that the 50-year-old route would encroach closely on at least 20 residences? If so, please explain precisely how the old route is superior “based on the degree of current housing development”.</p> <p>3b. If the satellite photo used in the draft proof of concept does not show subsequent housing development as illustrated by Mr. Parrella, perhaps it does not show subsequent housing development along the old route. Has that been investigated by PUC Transmission LP?</p> <p>3c. After assertions about extra effects on existing housing were demonstrated to be incorrect, Mr. Parrella introduced two future houses plus a “future Residential Subdivision” as a consideration. Has PUC Transmission LP examined whether any future residential construction is being planned along the round-about route?</p> <p>Answer: The existing PUC easements were put in place decades ago based on foresight that development would eventually necessitate additional utility infrastructure. The easements preclude any residential or commercial development within the easement limits; thereby preserving the land for the exact purpose that is now being proposed, while also protecting other lands from such a use. Furthermore, the existing easements satisfy regulatory requirements for clearances to any existing or future buildings subject to the Ontario Building Code.</p> <p>4. Please address my June 5 notes about the aquifer: “It should also be noted that the old route extends largely through what the Sault Ste Marie Region Conservation Authority deems Medium</p>	
--	--	--	---	--

				<p>Intrinsic Susceptibility of the aquifer, an important source of drinking water in the city. In fact, it either crosses or is very near a small area listed as High Intrinsic Susceptibility. The alternative southern route [including the Carmen's Way alternative] would be entirely in the Low Intrinsic Susceptibility zone. This may have bearing on drinking-water quality due to PUC maintenance of easements, particularly if herbicides or other noxious chemicals are used.”</p> <p>Answer: The Project Team is aware of the aquifer and is completing an assessment of groundwater impacts. Effects and mitigation measures will be noted in the draft Environmental Study Report (ESR). Mitigation measures may include avoiding designated vulnerable areas and continuous discharge monitoring. PUC will be consulting with appropriate regulators to ensure that construction and maintenance of the proposed transmission line is compatible with the city of Sault Ste. Marie's and the Sault Ste. Marie Region Conservation Authority's groundwater recharge or protection zones, and other regulatory requirements.</p> <p>5a. You write, “As well, the proposed common elements route presented at PIC #1 is, to a large extent, clear of trees and vegetation that would need to be cleared to accommodate the powerline. This newly proposed route would require significantly more vegetation and tree clearing, which is one of the factors being taken into consideration in the Class Environmental Assessment (EA).” Does PUC Transmission LP acknowledge that the old route was largely cleared artificially of trees and vegetation prior to the Class Environmental Assessment? Certainly, in the satellite image much of that “clear” corridor seems to be surrounded by trees and vegetation rather than being clear in its natural state.</p> <p>Answer: The Class EA considers impacts to the current existing conditions. It is preferable to choose an option that is on previously disturbed land (i.e., on the existing right-of-way) than to disturb new lands with existing environmental features.</p> <p>5b. Does PUC Transmission LP acknowledge that whatever route is chosen, the vegetation will have to be controlled for the lifetime of the transmission line, whether that is half a century or a century or longer? Wouldn't maintaining a shorter easement over that extended period mitigate any extra costs of clearing a more-direct route one time?</p> <p>Answer: Maintaining a shorter line is preferable. The length of the line is a consideration and shorter lines are favored wherever possible; however, as mentioned, there are several other factors that determine the feasibility of routes. The options presented at the PIC #1 comprise the shortest feasible routes.</p>	
--	--	--	--	--	--



ID#	DATE	NAME	COMMENTS FROM CALLER	COMMENTS TO CALLER	DATE RESPONDED AND BY WHO?
				<p>6a. Thank you for confirming that, “all of your comments will be included in the Public Information Centre #1 Summary Report and in the consultation summary of the Environmental Study Report.” Can you confirm that the comments to be included will be the ones I posted and emailed for that purpose June 5, not the ones I sent in a private email to Mr. Parrella May 27?</p> <p>6b. Please include your June 17 response and my June 18 reply (this note) in the Public Information Centre #1 Summary Report and in the consultation summary of the Environmental Study Report. I realize it is past your commenting period ending June 9, but it would be unfortunate if these exchanges were to be excluded due to delays not of my doing. I have generally replied to messages the next day since beginning our correspondence April 6 but the same cannot be said for PUC Transmission LP. If necessary, I can provide a dated and itemized list of our exchanges.</p> <p>Answer: All correspondence to and from you in relation to this EA will form part of the public record.</p>	

Zoom Webinar Q&A Log

Question Report

Report Generated:

2022-06-30 12:07

Topic	Webinar ID	Actual Start Time	Actual Dur:	# Question
PUC Public Information Centre	835 2745 6250	2022-05-31 17:27	72	4

Question Details

#	Question	Asker Name	Question Time
1	The website for the project (www.puctransmissionlp.com) has been edited. It no longer mentions the total carrying load of 600MW that was previously mentioned (to ostensibly account for additional electricity needs). Does this edit mean that this aspect of the project has changed since the website first went live?	Dax D'Orazio	05/31/2022 18:25:21
2	Will it be possible, at some point, for this infrastructure to accommodate more than ASI's immediate need? If so, what's the total carrying capacity to account for future (potential) industrial electricity need?	Dax D'Orazio	05/31/2022 18:30:04
3	You mentioned EMF and compared such magnetic fields to small appliances like a toaster. As it is valid that EMF's are generated all around us, some simple searches yield information that suggests that high voltage lines are similar - yet they are on a MUCH higher scale and pose serious health risks if this line ends up outside my door, to my understanding. Please elaborate if you can. Thank you.	Rob Hladki	05/31/2022 18:31:27
4	Has PUC had discussions with any other companies that might also require access to this infrastructure in the future?	Dax D'Orazio	05/31/2022 18:31:39

PUC Transmission 230 KV Transmission Project
Class Environmental Assessment (EA) Study

PIC #1 Comment Form (May 26th, 2022)

Please drop your completed comment sheet in the box provided or submit online at <https://puctransmissionlp.com/submit-a-question/> by June 9th, 2022:

Please provide any comments, questions or concerns that you may have about the project, including the route and station options.

PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS:

Participant requested reviewing mailed copies
of notices

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT:

NAME:	
ADDRESS:	
EMAIL:	
PHONE:	

PREFERRED METHOD OF CONTACT: MAIL ☒ EMAIL ☐
For more information, please visit: <https://puctransmissionlp.com/>

PUC Transmission 230 KV Transmission Project

Class Environmental Assessment (EA) Study

PIC #1 Comment Form (May 26th, 2022)

Please drop your completed comment sheet in the box provided or submit online at <https://puctransmissionlp.com/submit-a-question/> by June 9th, 2022:

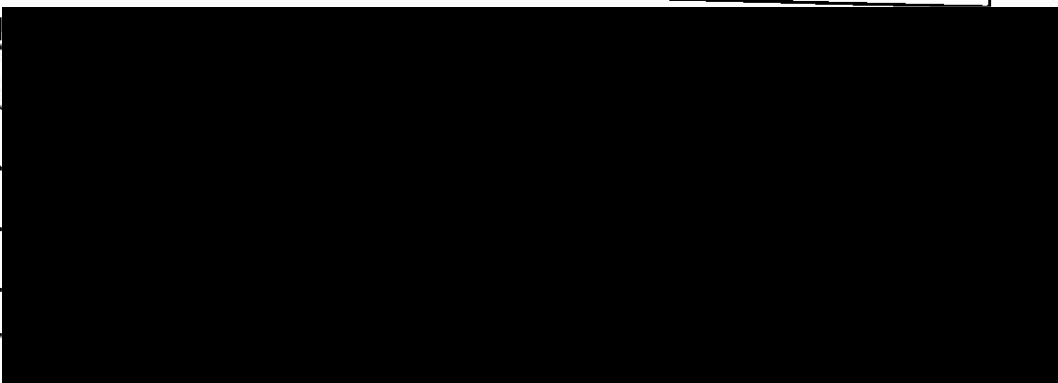
Please provide any comments, questions or concerns that you may have about the project, including the route and station options.

PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS: Algonquin steel - impacted jobs - Proident
response to chip off scrap metal - States
- not going in the right direction
Chromium plant - fence down - for that (positive)
- preservation - go?

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT

NAME:	
ADDRESS:	
EMAIL:	
PHONE:	

PREFERRED METHOD OF CONTACT: MAIL ☐ EMAIL ☐

For more information, please visit: <https://puctransmissionlp.com/>

PUC Transmission 230 KV Transmission Project
Class Environmental Assessment (EA) Study

PIC #1 Comment Form (May 26th, 2022)

Please drop your completed comment sheet in the box provided or submit online at <https://puctransmissionlp.com/submit-a-question/> by June 9th, 2022:

Please provide any comments, questions or concerns that you may have about the project, including the route and station options.

PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS:

check of beaver pond

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT:

NAME:			
ADDRESS:			
		POSTAL CODE:	
EMAIL:			
PHONE:			

PREFERRED METHOD OF CONTACT:

MAIL ☐

EMAIL ☐

For more information, please visit: <https://puctransmissionlp.com/>

PUC Transmission 230 KV Transmission Project
Class Environmental Assessment (EA) Study

PIC #1 Comment Form (May 26th, 2022)

Please drop your completed comment sheet in the box provided or submit online at <https://puctransmissionlp.com/submit-a-question/> by June 9th, 2022:

Please provide any comments, questions or concerns that you may have about the project, including the route and station options.

PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS: Station Option 2 please.

I live at 924 Wallace Terrace with my
children. It seems incredibly close to
my residence.

Option 2 is already on industrial land,
the other one is not. Option 1 is not and
there are trees and forests and countryside
directly across from my house.

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT:

NAME:	
ADDRESS:	
EMAIL:	
PHONE:	

PREFERRED METHOD OF CONTACT:

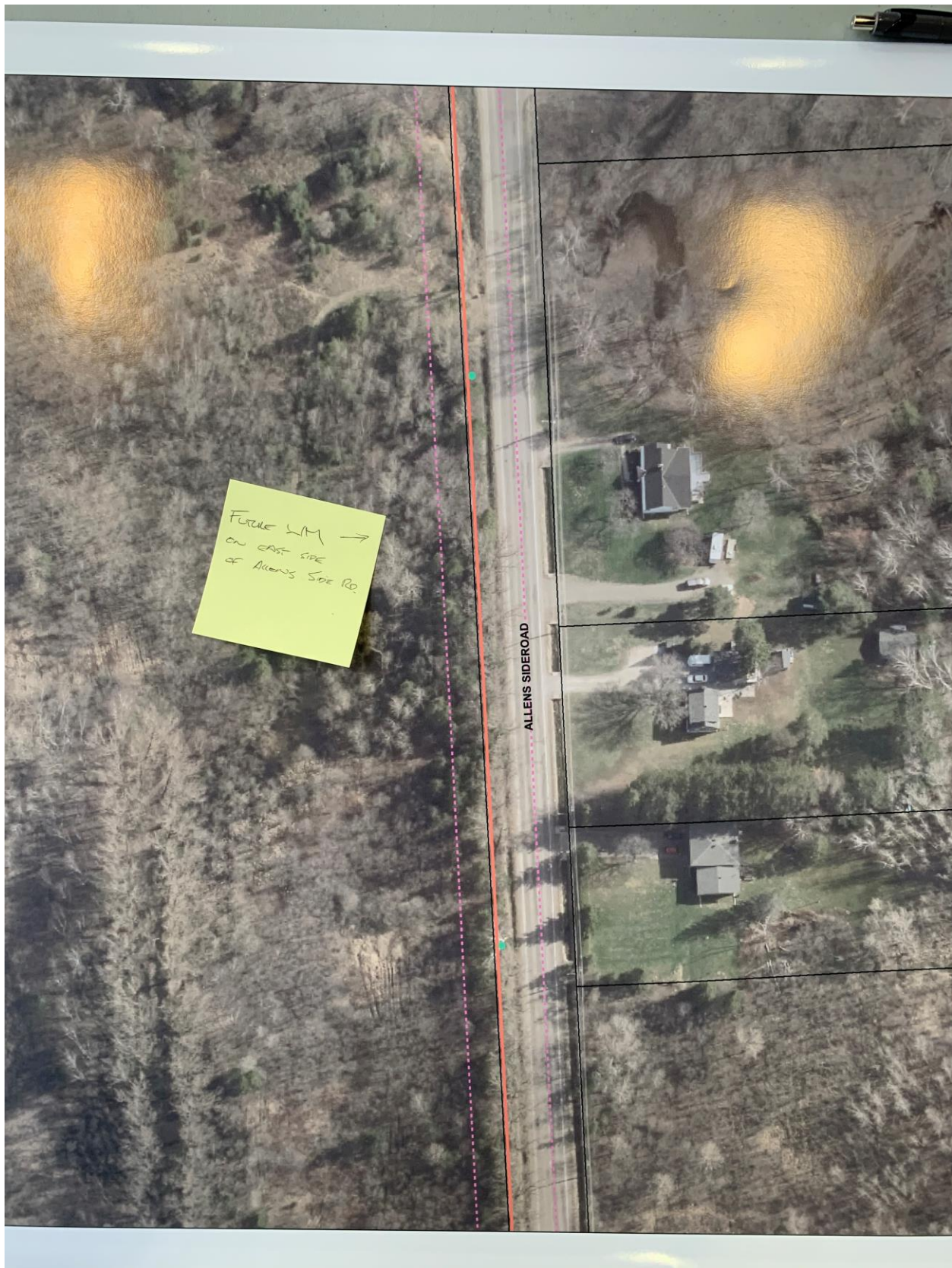
MAIL ☒

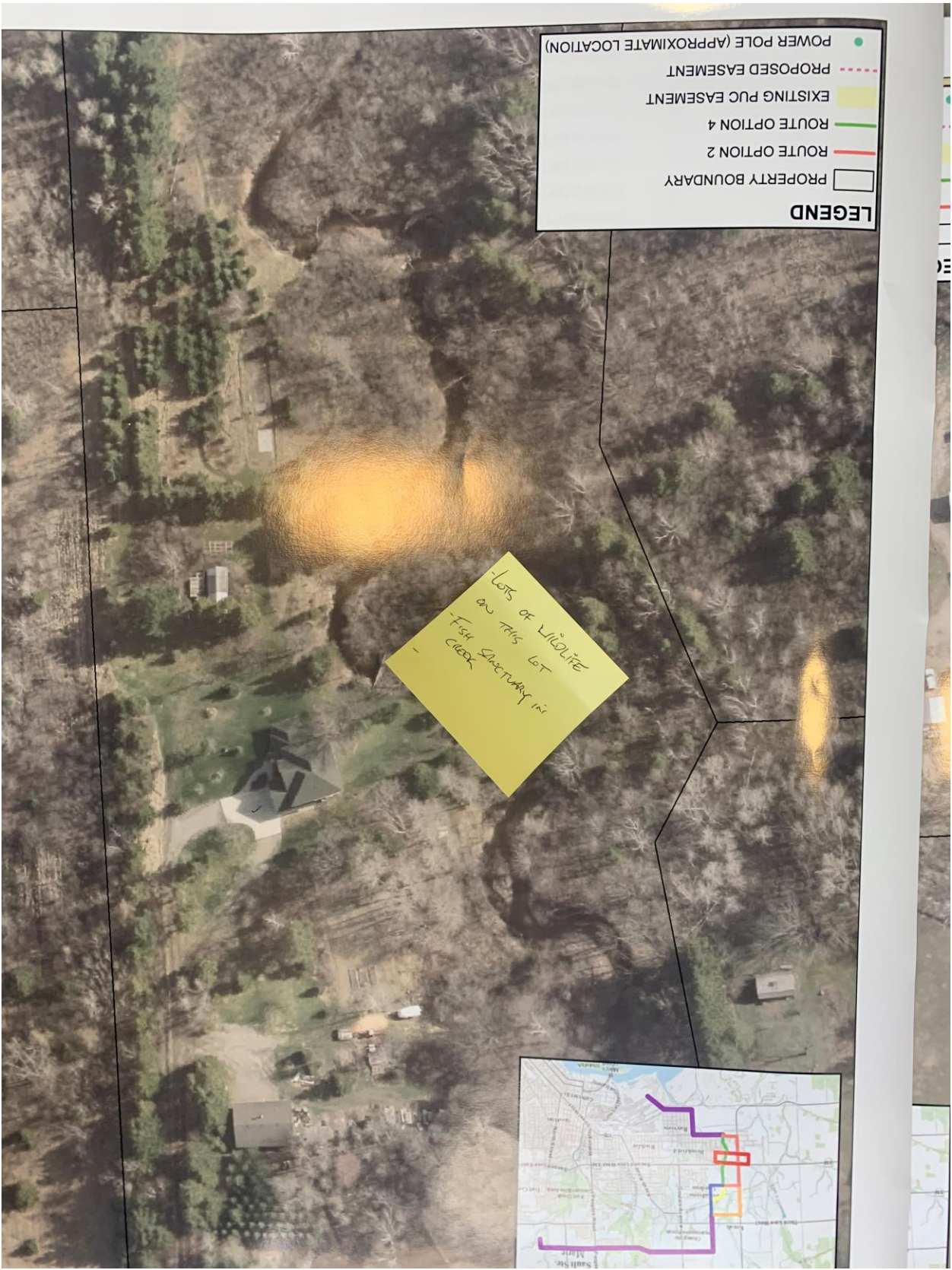
EMAIL ☒

For more information, please visit: <https://puctransmissionlp.com/>

FUTURE LHM →
ON EAST SIDE
OF ALLENS SIDE RD.

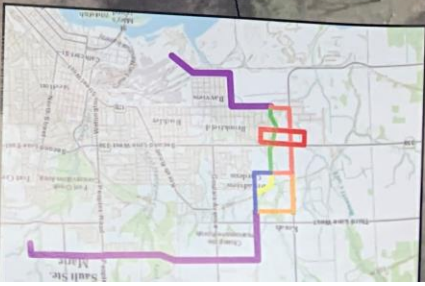
ALLENS SIDEROAD

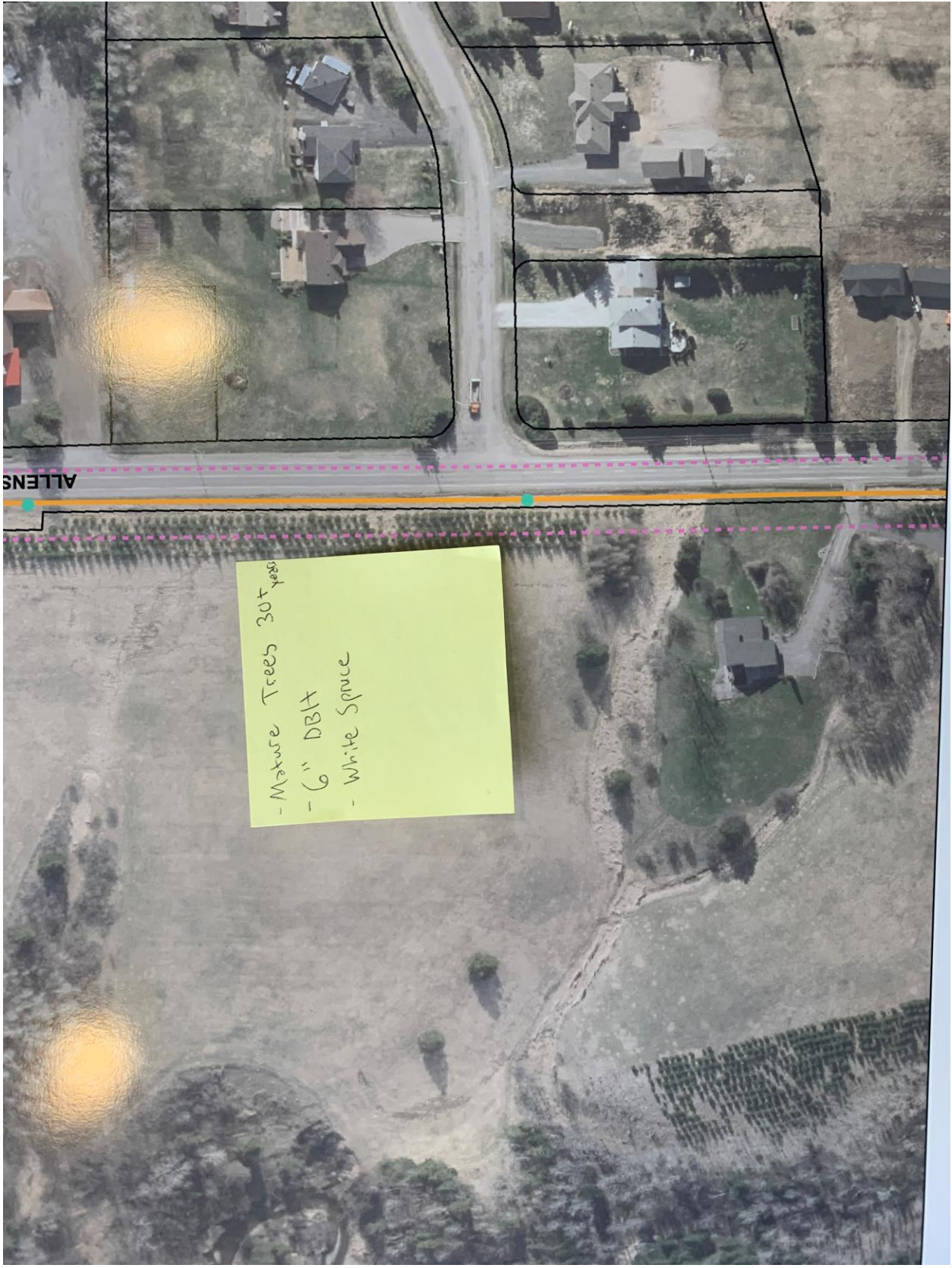




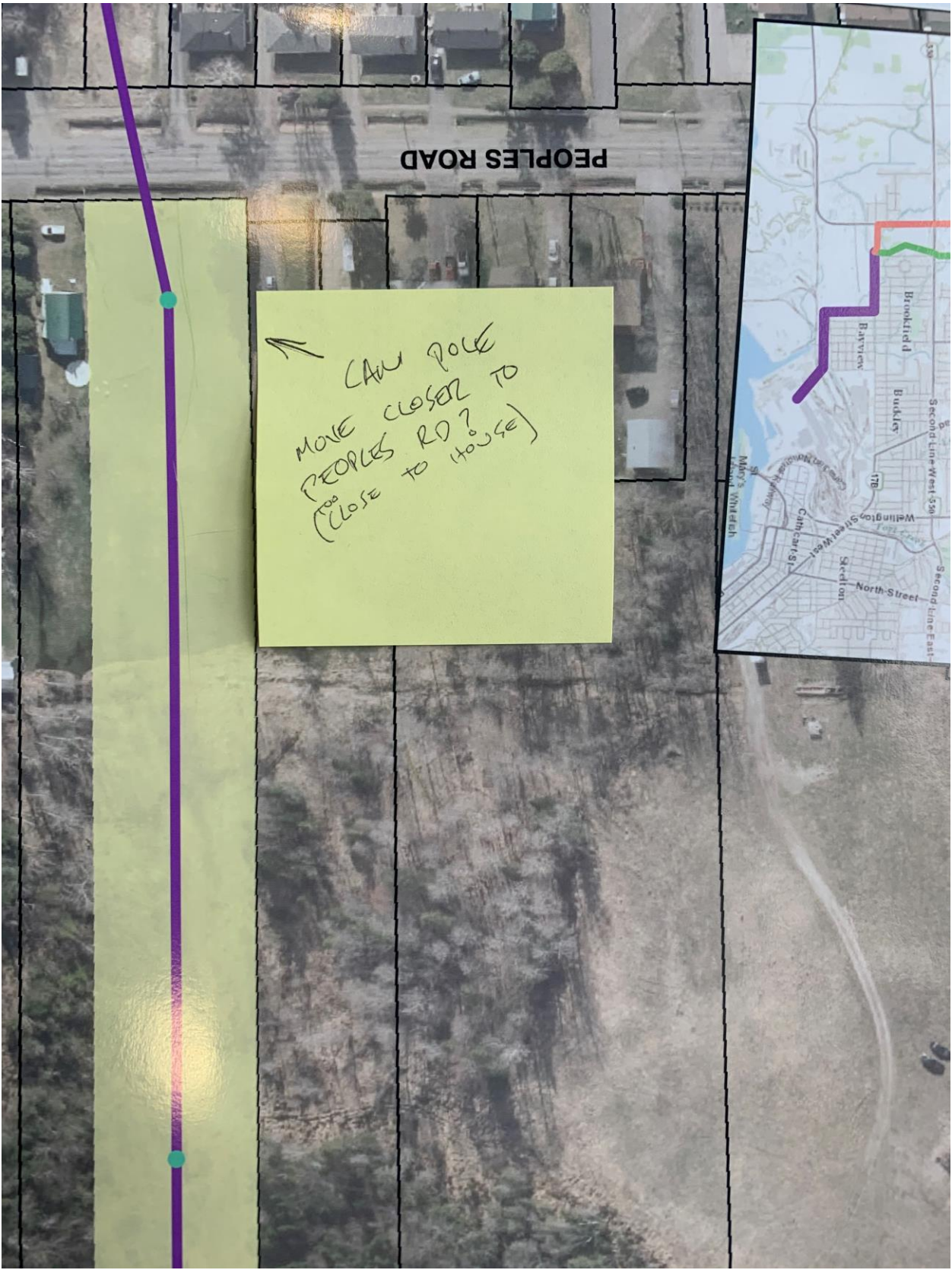
- LEGEND**
- POWER POLE (APPROXIMATE LOCATION)
 - PROPOSED EASEMENT
 - EXISTING PUC EASEMENT
 - ROUTE OPTION 4
 - ROUTE OPTION 2
 - PROPERTY BOUNDARY

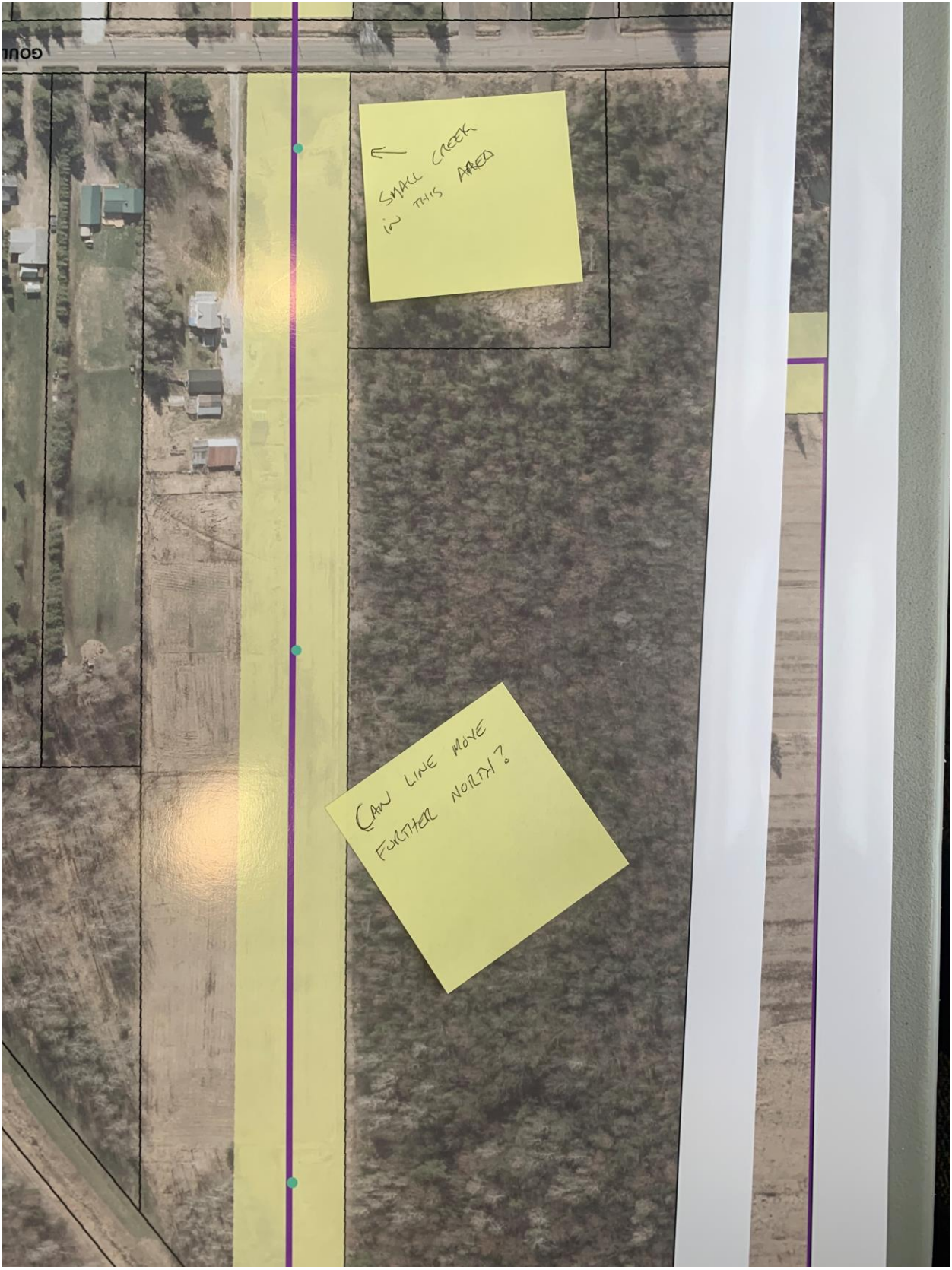
Lots of Wildlife
on this lot
Fish Sanctuary in
Creek





- Mature Trees 30+ years
- 6" DBH
- White Spruce





←
SMALL CREEK
IN THIS AREA

CAN LINE MOVE
FURTHER NORTH?

Combined Notice of Completion and Notice of PIC #2 - August 2, 2022

PUC Transmission LP - 230 kV Transmission Project Notice of Completion of Draft Environmental Study Report and Notice of Public Information Centre #2

As the next step in the 230 kV Transmission Project, PUC Transmission LP (PUC) has completed a draft Environmental Study Report (ESR). This document outlines the Class Environmental Assessment (EA) process conducted to date and will be available for a 30-day public review and comment period, beginning on August 2nd, 2022 and ending on August 31st, 2022.

THE STUDY

In March 2022, PUC initiated a Class EA to evaluate alternatives for a double circuit 230 kilovolt (kV) line and a transformer station in the city of Sault Ste. Marie as part of an electrical supply expansion related to load increases at Algoma Steel. The 230 kV line, which will be approximately 14 km long, will start from Third Line Transformer Station (TS) in Sault Ste. Marie, and will terminate at a new transformer station, which will be located near the Algoma Steel plant.

Through this Class EA, five alternative route segments and three station options, as well as their associated variations, were evaluated. Based on environmental, social, and technical information collected, including feedback received, **Route Alternative D** and **Station Option 1-A** were selected as the preferred options for the new transmission line and station. These options are shown on the map below, and in more detail at www.PUCTransmissionLP.com.

The draft ESR summarizes the EA process, route and station alternatives, environmental information collected, consultation undertaken, route and station evaluation and selection process, potential environmental effects, and the measures proposed to mitigate the effects.

Having reached this milestone in the electricity transmission planning process, PUC will continue to work with landowners and other stakeholders as design and construction planning continues.

Next Steps and Providing Your Input:

The draft ESR will be available for comment from August 2nd to August 31st, 2022. The draft ESR can be viewed electronically on PUC's website at www.PUCTransmissionLP.com. Written comments or questions on the draft ESR must be received by the Project Team no later than **5:00PM on Wednesday, August 31st, 2022**, for consideration prior to finalizing the Class EA process.

During the review period, PUC will respond to and make best efforts to resolve any issues raised by concerned parties. Following the review period, PUC will finalize the ESR and file it with the Ministry of the Environment, Conservation, and Parks (MECP). The Project will then be considered acceptable to proceed as outlined in the ESR.

A request may be made to the MECP for an order requiring a higher level of study (i.e., requiring comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies); however, only on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. The MECP will not consider requests on other grounds. It should be noted that the proponent can legally proceed with the Project under the *Environmental Assessment Act* if no Part II Order requests are submitted during the comment period.

Requests should include the requester's contact information, as well as specify what kind of order is being requested (request for conditions or comprehensive EA), how an order may prevent, mitigate, or

remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. The request should be sent in writing or by email to:

Minister of Environment

Ministry of the Environment, Conservation,
and Parks
777 Bay Street, 5th Floor
Toronto, ON M7A 2J3
Minister.mecp@ontario.ca

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5
EABDirector@ontario.ca

Requests should also be copied to PUC per the contact information provided below. Please visit the ministry's website for more information about requests for orders under section 16 of the *Environmental Assessment Act* at: www.ontario.ca/page/class-environmental-assessments-part-ii-order.

PUBLIC INFORMATION CENTRE #2

Public input and feedback are an important part of project planning. The Class EA process provides opportunities for us to hear from you. We encourage you to attend our upcoming Public Information Centre (PIC) to learn more about the preferred route and station evaluation and selection process. Members of the Project Team will be available to discuss the approvals process, environmental studies, considerations, and mitigation measures, as well as the anticipated construction schedule.

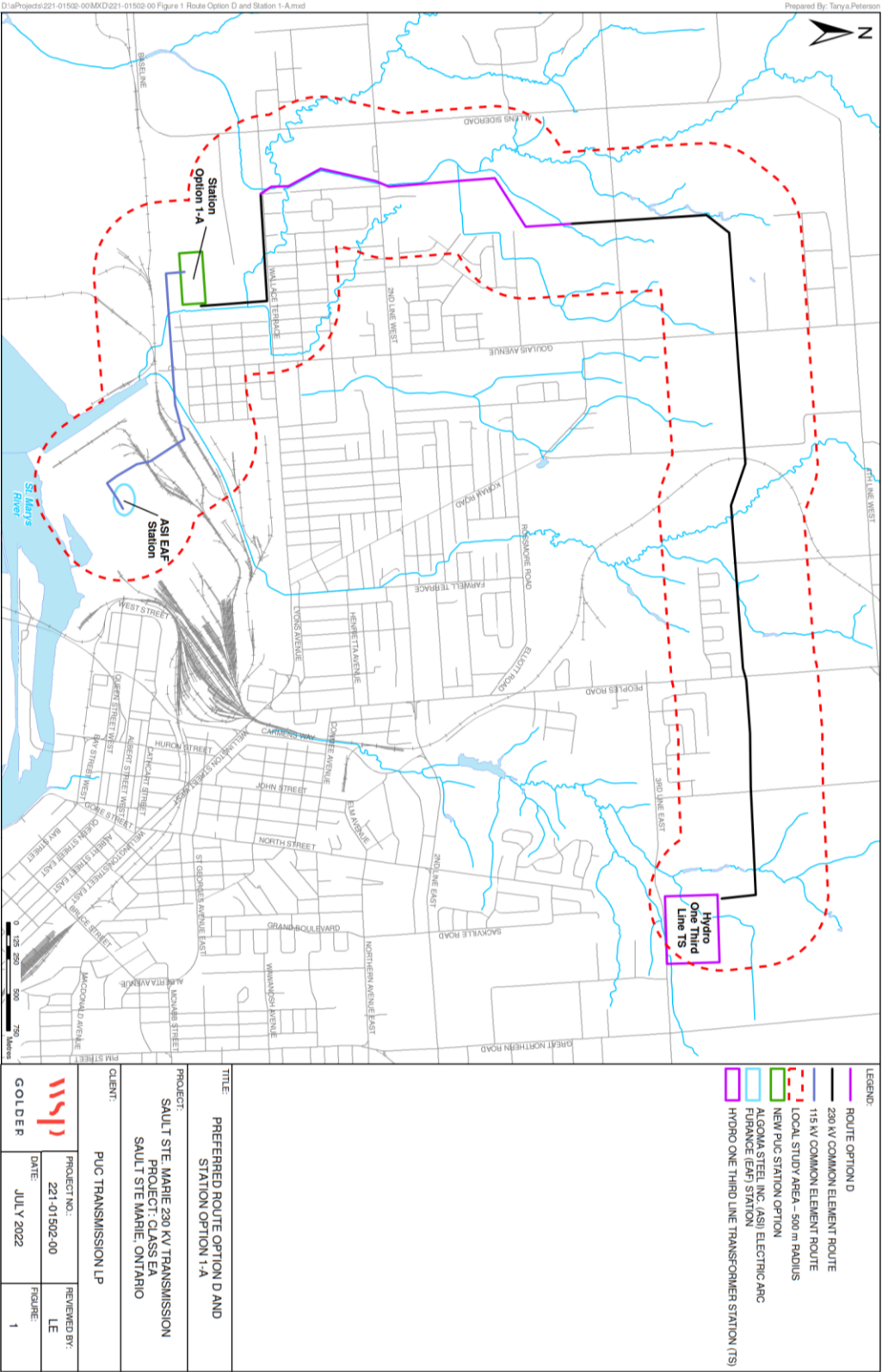
IN-PERSON PIC #2 DETAILS*	VIRTUAL PIC #2 DETAILS
Date: August 16 th , 2022 Time: 4:30PM to 7:00PM Location: Northern Community Centre (556 Goulais Ave, Sault Ste. Marie, ON, P6C 5A7) Registration: Please sign-in at the PIC	Date: August 18 th , 2022 Time: 6:00PM to 7:30PM Location: To be held virtually via Zoom (Link to be provided upon registration) Registration: visit www.PUCTransmissionLP.com

* Please note that masks are required for the in-person PIC.

To provide comments, request information, or be added to the Project mailing list, please contact either of the following Project Team members or visit our website at: www.PUCTransmissionLP.com.

Dominic Parrella, P. Eng. Executive Lead, Special Projects PUC Transmission LP 705-941-8386 dominic.parrella@ssmpuc.com	Jeremiah Pariag Consultation and Engagement Lead WSP Canada Inc. 289-835-2548 jeremiah.pariag@wsp.com
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All personal information included in a submission – such as name, address, telephone number, and property location – is collected, maintained, and disclosed to the MECP for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in Section 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.



Public Information Centre #2: Summary Report, including display Materials and Table Maps

PUC TRANSMISSION LP

PUC TRANSMISSION CATEGORY 'B' CLASS
ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION CENTRE #2
SUMMARY REPORT





PUC TRANSMISSION CATEGORY 'B' MINOR TRANSMISSION CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE #2 SUMMARY REPORT

PUC TRANSMISSION LP

PROJECT NO.: 221-01502-00
DATE: SEPTEMBER 30, 2022

WSP

WSP.COM

REVISION HISTORY

VERSION	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
Draft	September 26, 2022	Jad Murtada, Environmental Planner	Lina ElSetouhy, Project Manager	Tamara Skillen, Project Director
Final	September 30, 2022	Jad Murtada, Environmental Planner	Lina ElSetouhy, Project Manager	Tamara Skillen, Project Director

SIGNATURES

PREPARED BY



September 30, 2022

Jad Murtada
Environmental Planner

DATE

APPROVED BY



September 30, 2022

Tamara Skillen
Environmental Impact Assessment Lead

DATE

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APPENDICES

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C	INDIGENOUS COMMUNITY LETTERS
D	PUBLIC INFORMATION CENTRE #2 DISPLAY MATERIALS
E	SUMMARY OF RECEIVED COMMENTS



1 INTRODUCTION

PUC Transmission LP (PUC) retained WSP Canada Inc. (WSP) to undertake the Class Environmental Assessment (EA) study to evaluate alternatives for a double circuit 230 kilovolt (kV) line and a transformer station in the city of Sault St. Marie. The proposed double-circuit 230 kV transmission line, which will be approximately 12 kilometres (km) long, will convey electricity from Hydro One's Third Line Station in the City's north end to a new PUC transformer station in the west end, and then a 115 kV line will convey electricity to two future Algoma Steel electric arc furnaces (EAF) Station¹. The double-circuit configuration provides redundancy of supply to accommodate future maintenance or service interruptions. With two circuits on one set of poles, PUC will be providing redundancy that will carry the full Algoma load on one circuit alone, while the other is down for maintenance or due to potential contingency situations, such as weather events. The new transformer station will also provide power to PUC Distribution Inc.'s distribution circuits for future distribution system infrastructure renewal.

This report documents the purpose, logistics and outcomes of Public Information Centre (PIC) #2, which was conducted in person on August 16, 2022 from 4:30PM to 7:30PM and virtually on August 18, 2022, from 6:00PM to 7:30PM EDT.

¹ The Algoma Steel EAF project, including the future station on its property, is being proposed by Algoma Steel and therefore is not part of this Class EA or the approvals being sought by PUC.



2 PURPOSE OF THE PUBLIC INFORMATION CENTRE #2 (PIC #2)

The purpose of the second PIC was to:

- Provide and update on the Class EA for Minor Transmission Facilities process and study timeline;
- Provide an update on the Project site and its location within Sault Ste. Marie;
- Provide an overview of the route and station evaluation process;
- Announce the Preferred Route and Station Options (Route Option D and Station Option 1-A);
- Provide a summary of potential effects and mitigation measures;
- Provide an overview of the Project next steps including transmission line and transformer station design, typical construction activities, and Ontario Energy Board approval requirements;
- Provide to the public and to stakeholders the opportunity to share information; and,
- Collect feedback on the presented materials.

This PIC is the last of two PICs that were held to engage the public over the course of the EA study.

3 PIC #2 LOGISTICS

3.1 PIC #2 LOCATION, DATE, AND TIME

The second PIC was held as noted below:

Format:	In Person	Virtual
Date:	Tuesday, August 16, 2022	Thursday, August 18, 2022
Location:	Northern Community Centre (556 Goulais Ave, Sault Ste. Marie, ON, P6C 5A7)	Virtually via Zoom Webinar
Time:	4:30PM to 7:30PM	6:00PM to 7:30PM

3.2 PIC #2 FORMAT

The in-person PIC was held as a drop-in style, open house format. Project Team members were available to discuss the Project one-on-one with the attendees. Attendees were asked to sign in at the register at the reception desk, and were provided with comment forms to provide written feedback.

Materials for the PIC were posted online on the project website at <https://puctransmissionlp.com/>. For details about the PIC #2 display materials, please refer to **Section 3.6** of this report.

3.3 PIC #2 NOTIFICATION

WSP prepared a combined Notice of Completion of the draft Environmental Study Report and Notice of PIC #2. Residents within the Project Study Area (see **Figure 3-1**) were notified of PIC #2 by way of mailed letters on August 2, 2022. The Notice of PIC #2 was sent via e-mail to contacts on the Project's Master Stakeholder Contact List on August 2, 2022. PUC Transmission LP also posted the Notice of PIC #2 on the EA Study webpage on July 28, 2022. Additionally, the Notice was published in the *Sault Online*, and *Sault Star* newspapers on August 2, 2022 and August 11, 2022. The combined Notice of Completion of Draft Environmental Study Report and Notice of Public Information Centre #2 is included in **Appendix A**.

Stakeholders in the Master Stakeholder Contact list included:

- Government agencies;
- Elected officials;
- Municipal staff; and
- Community organizations.

A copy of the Master Stakeholder Contact list and email notifications for the above noted stakeholders is included in **Appendix B**.

On August 2, 2022, Indigenous communities and organizations were notified of PIC #2 via email. The copies of the emails sent to Indigenous communities and organizations are included in **Appendix C**.

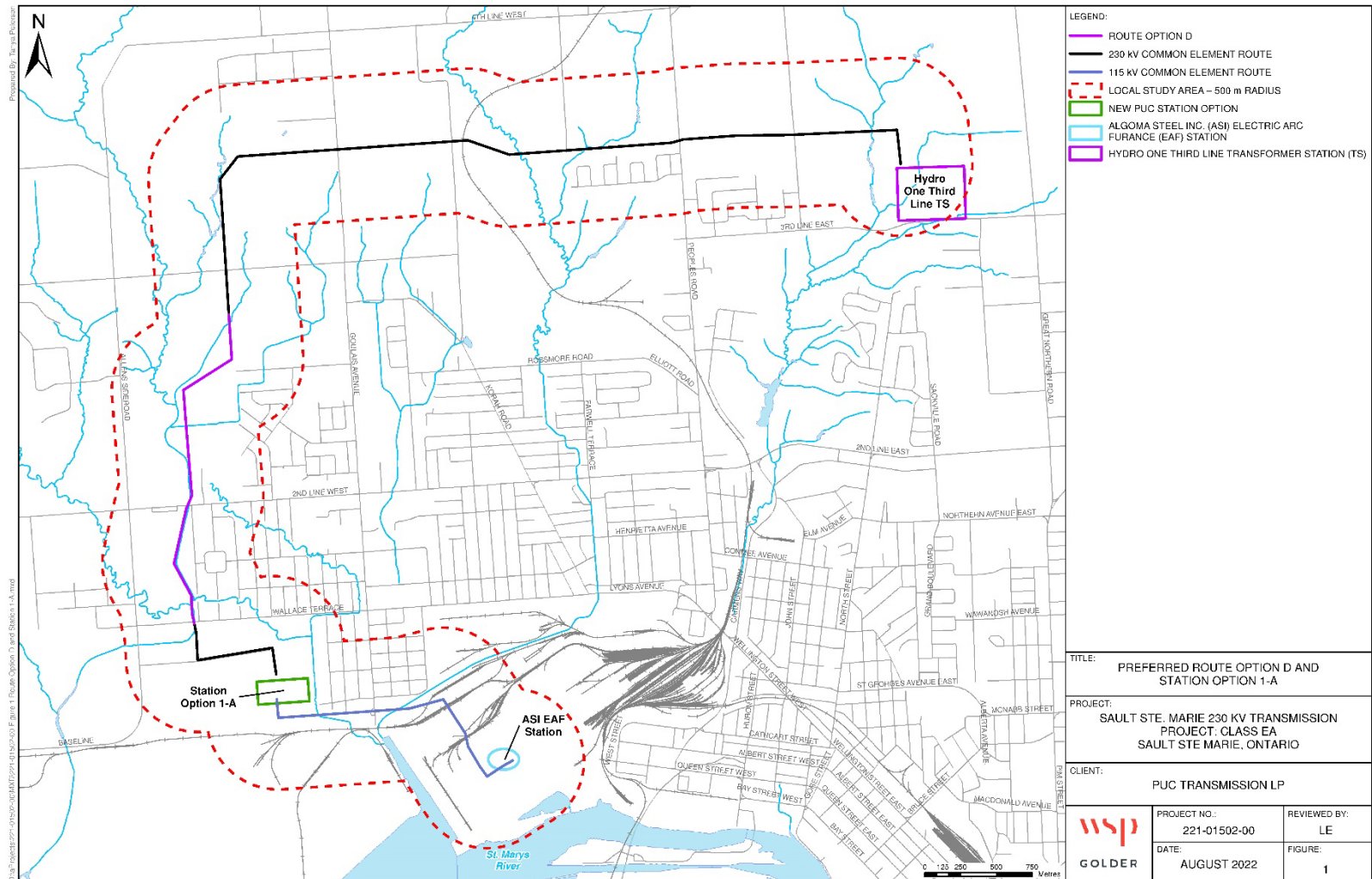


Figure 3-1 Project Study Area and Preferred Route and Station Option

3.4 STAFF ATTENDANCE

The following PUC and WSP staff members attended the PIC.

Table 3-1 PUC and WSP Staff in Attendance at PIC #2

PROJECT TEAM MEMBER	ORGANIZATION	IN PERSON	VIRTUAL
Kevin Bell	PUC Transmission LP	X	X
Dominic Parrella	PUC Transmission LP	X	X
Jairus Patterson	PUC Transmission LP	X	X
Katie Elliot	PUC Transmission LP	X	X
Lina ElSetouhy	WSP Canada Inc.	X	X
Tamara Skillen	WSP Canada Inc.	X	X
Jad Murtada	WSP Canada Inc.		X

3.5 PIC #2 DISPLAY MATERIALS

The information for the Class EA study was presented to the public on display boards at the in-person PIC and through an online presentation at the virtual PIC.

The following exhibits were presented at the PIC:

IN-PERSON	VIRTUAL
<ul style="list-style-type: none"> – Welcome Sign (in-person sign-in) – Project Overview – Project Description (How the project will support the region) – Class EA Process (text and graphic) – Preliminary Route and Station Options – Refined Route and Station Options – Route and Station Alternatives Assessed – Summary of PIC #1 – Evaluation of Route and Station Alternatives – Route and Station Evaluation Criteria – Refined Station Options – Preferred Route and Station Option – Summary of Evaluation – Preferred Route Option D – Preferred Station Option 1-A – We are listening! Refined Route and Station Option 1-A R – Environmental Effects and Mitigation – Project Next Steps – Ontario Energy Board Approval Requirements – Transmission Line Design – Typical Construction Activities – Working with Property Owners – What are the Next Steps? 	<ul style="list-style-type: none"> – Virtual PIC Zoom Webinar pre-registration – Indigenous Land Acknowledgement – Virtual PIC Information – Project Overview – Project Description (How the project will support the region) – Class EA Process (text and graphic) – Preliminary Route and Station Options – Refined Route and Station Options – Route and Station Alternatives Assessed – Summary of PIC #1 – Evaluation of Route and Station Alternatives – Route and Station Evaluation Criteria – Refined Station Options – Preferred Route and Station Option – Summary of Evaluation – Preferred Route Option D – Preferred Station Option 1-A – We are listening! Refined Route and Station Option 1-A R – Environmental Effects and Mitigation – Project Next Steps – Ontario Energy Board Approval Requirements – Transmission Line Design – Typical Construction Activities – Working with Property Owners – Q&A Session

Printed large size table maps were made available at the in-person PIC. Attendees could discuss specific locations on the maps and provide comments related to those locations.

A copy of the PIC display materials can be found in **Appendix D**.

At the virtual PIC, a presentation was made that detailed the process and study objectives for the Class EA study, as well as answers to frequently asked questions. There was a total of 45 slides.



The presentation and display materials were also made available online on PUC's website:

www.PUCTransmissionLP.com.

The PUC website provided the online materials in a PDF format. A copy of the downloadable PDF presentation and display materials is attached in **Appendix D**.

The PIC materials were published as noted below:

Date Published	August 15, 2022
Formal Viewing and Comment Period	August 16 – September 2, 2022
Project Webpage	www.PUCTransmissionLP.com
Display Panels Publication (URL Address)	https://puctransmissionlp.com/documents/assets/uploads/files/en/puc_transmission_ea_online_pic_2_display_materials_august_2022_final.pdf

Website visitors could provide comments or questions to the Project Team via the Project website or by phone or email until September 2, 2022. Questions received after this date were responded to, and included in the final Environmental Study Report (ESR).

Members of the public were invited to provide comments by emailing WSP's Consultation and Engagement Lead, Jad Murtada, at email: Jad.Murtada@wsp.com or through the Project Website online comment form.

Please refer to **Section 5** of this Summary Report for more details about the comments received.

4 SUMMARY OF FEEDBACK

4.1 PIC ATTENDANCE

During the in-person PIC, participants discussed the project one-on-one with staff, and had opportunity to provide written comments. Four written comments were received during the in-person PIC. One additional comment was received by email following the PIC during the comment period.

During the live PIC #2 event, attendees participated using the Q&A function in Zoom. One comment was received during the virtual PIC via the Q&A. A copy of the chat and comment forms can be found in **Appendix E**.

The formal comment period was from **August 16, 2022 – September 2, 2022**. The correspondence record is included in **Appendix E**.

These meetings were not attended by any elected officials, Indigenous Communities, or regulatory agencies. Nineteen (19) members of the public attended the PIC in person. Two members of the public attended the virtual PIC.

4.2 FEEDBACK RECEIVED

Feedback was received following the Notice of PIC #2, during the live PIC #2 event, online via the project website comment form and subsequently by email to jad.murtada@wsp.com.

A total of six comment forms were submitted by attendees and have been included in the comment summary below.

The following summarizes the main concerns and interests expressed in the comments received from the general public via email and project website comment form, the in-person PIC Comment Forms, the verbal discussions during the in-person PIC, and in the chat function during the virtual PIC event.

4.2.1 GENERAL COMMENTS OR INQUIRIES

The following summarizes the main concerns expressed in the comments received from the public. General concerns, comments, and/or inquiries related to the Class EA study and design, and implementation of the project were received including:

- General Support for the refined Station Option 1-A R since it avoid impacting Glasgow Park.
- General support for the refined southern common elements routes as it avoids existing trees on Wallace Terrace.
- Concern about potential noise impacts due to the transformer station.
- Support for the Project due to its potential to reduce the impact of the existing Algoma Steel blast furnace on human health.
- Concerns about potential impacts of electromagnetic fields (EMF) to human health.
- Concern about effects to water table regarding quality and quantity of underground wells and flooding issues.
- Concern about snowmobiles entering the proposed and existing PUC easements that are located on private and residential properties (i.e., mistaking the easements for public lands/trails).
- Concern about construction impacts to existing hay fields and additional cost to feed horses during replanting.
- Question about whether planted evergreens will be replaced if they are required to be removed for construction.



- Request for a proposed pole, which was shown as potentially being placed in a creek, to be moved closer to the road.
- Several comments related to potential impacts to specific properties located within the study area.



A NOTICE OF PIC #2

PUC Transmission LP - 230 kV Transmission Project Notice of Completion of Draft Environmental Study Report and Notice of Public Information Centre #2

As the next step in the 230 kV Transmission Project, PUC Transmission LP (PUC) has completed a draft Environmental Study Report (ESR). This document outlines the Class Environmental Assessment (EA) process conducted to date and will be available for a 30-day public review and comment period, beginning on August 2nd, 2022 and ending on August 31st, 2022.

THE STUDY

In March 2022, PUC initiated a Class EA to evaluate alternatives for a double circuit 230 kilovolt (kV) line and a transformer station in the city of Sault Ste. Marie as part of an electrical supply expansion related to load increases at Algoma Steel. The 230 kV line, which will be approximately 14 km long, will start from Third Line Transformer Station (TS) in Sault Ste. Marie, and will terminate at a new transformer station, which will be located near the Algoma Steel plant.

Through this Class EA, five alternative route segments and three station options, as well as their associated variations, were evaluated. Based on environmental, social, and technical information collected, including feedback received, **Route Alternative D** and **Station Option 1-A** were selected as the preferred options for the new transmission line and station. These options are shown on the map below, and in more detail at www.PUCTransmissionLP.com.

The draft ESR summarizes the EA process, route and station alternatives, environmental information collected, consultation undertaken, route and station evaluation and selection process, potential environmental effects, and the measures proposed to mitigate the effects.

Having reached this milestone in the electricity transmission planning process, PUC will continue to work with landowners and other stakeholders as design and construction planning continues.

Next Steps and Providing Your Input:

The draft ESR will be available for comment from August 2nd to August 31st, 2022. The draft ESR can be viewed electronically on PUC's website at www.PUCTransmissionLP.com. Written comments or questions on the draft ESR must be received by the Project Team no later than **5:00PM on Wednesday, August 31st, 2022**, for consideration prior to finalizing the Class EA process.

During the review period, PUC will respond to and make best efforts to resolve any issues raised by concerned parties. Following the review period, PUC will finalize the ESR and file it with the Ministry of the Environment, Conservation, and Parks (MECP). The Project will then be considered acceptable to proceed as outlined in the ESR.

A request may be made to the MECP for an order requiring a higher level of study (i.e., requiring comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies); however, only on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. The MECP will not consider requests on other grounds. It should be noted that the proponent can legally proceed with the Project under the *Environmental Assessment Act* if no Part II Order requests are submitted during the comment period.

Requests should include the requester's contact information, as well as specify what kind of order is being requested (request for conditions or comprehensive EA), how an order may prevent, mitigate, or

remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. The request should be sent in writing or by email to:

Minister of Environment

Ministry of the Environment, Conservation,
and Parks
777 Bay Street, 5th Floor
Toronto, ON M7A 2J3
Minister.mecp@ontario.ca

Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5
EABDirector@ontario.ca

Requests should also be copied to PUC per the contact information provided below. Please visit the ministry's website for more information about requests for orders under section 16 of the *Environmental Assessment Act* at: www.ontario.ca/page/class-environmental-assessments-part-ii-order.

PUBLIC INFORMATION CENTRE #2

Public input and feedback are an important part of project planning. The Class EA process provides opportunities for us to hear from you. We encourage you to attend our upcoming Public Information Centre (PIC) to learn more about the preferred route and station evaluation and selection process. Members of the Project Team will be available to discuss the approvals process, environmental studies, considerations, and mitigation measures, as well as the anticipated construction schedule.

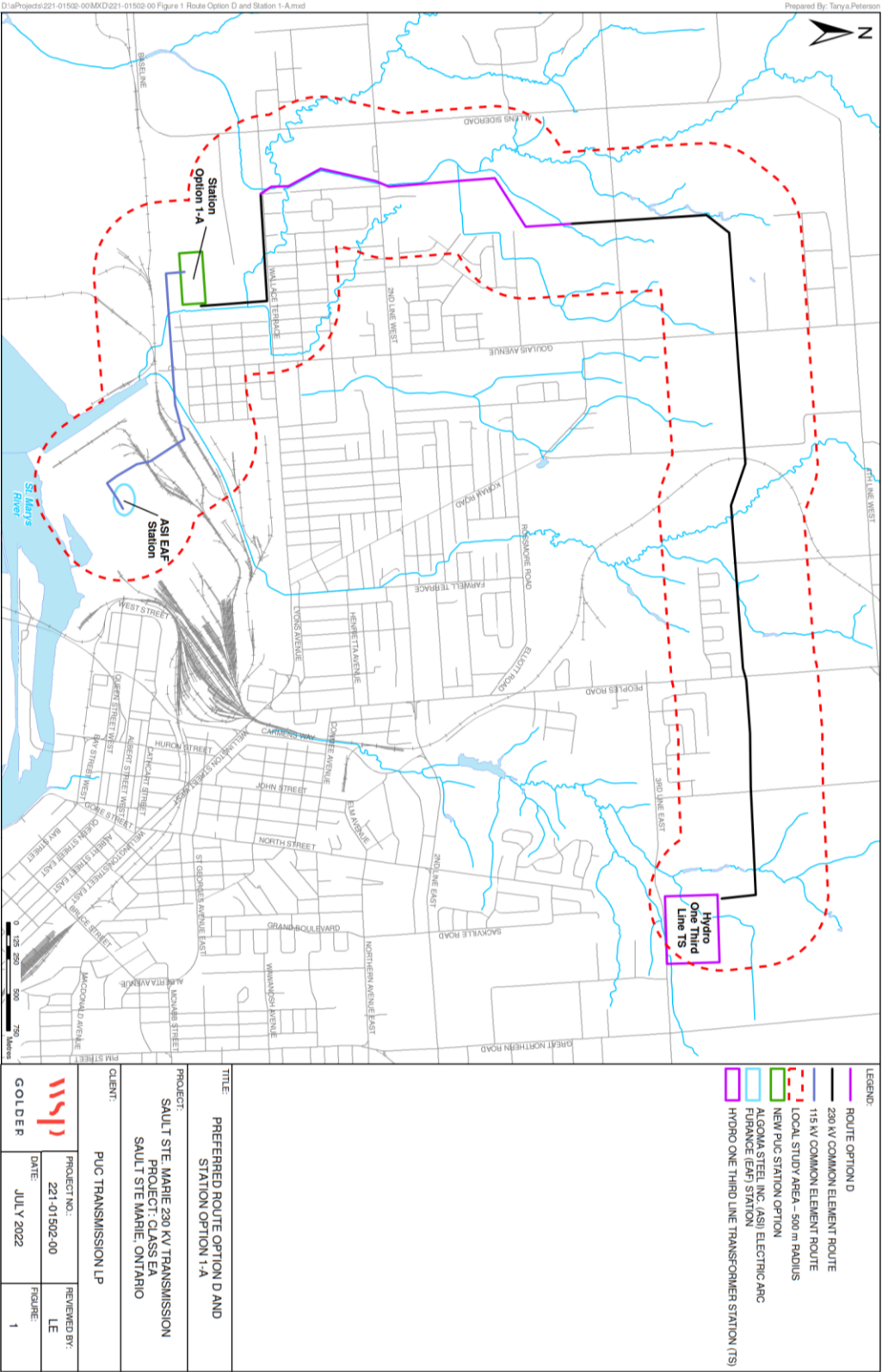
IN-PERSON PIC #2 DETAILS*	VIRTUAL PIC #2 DETAILS
Date: August 16 th , 2022 Time: 4:30PM to 7:00PM Location: Northern Community Centre (556 Goulais Ave, Sault Ste. Marie, ON, P6C 5A7) Registration: Please sign-in at the PIC	Date: August 18 th , 2022 Time: 6:00PM to 7:30PM Location: To be held virtually via Zoom (Link to be provided upon registration) Registration: visit www.PUCTransmissionLP.com

* Please note that masks are required for the in-person PIC.

To provide comments, request information, or be added to the Project mailing list, please contact either of the following Project Team members or visit our website at: www.PUCTransmissionLP.com.

Dominic Parrella, P. Eng. Executive Lead, Special Projects PUC Transmission LP 705-941-8386 dominic.parrella@ssmpuc.com	Jeremiah Pariag Consultation and Engagement Lead WSP Canada Inc. 289-835-2548 jeremiah.pariag@wsp.com
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All personal information included in a submission – such as name, address, telephone number, and property location – is collected, maintained, and disclosed to the MECP for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in Section 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.





B MASTER STAKEHOLDER CONTACT LIST

Government Review Team - Agencies Contact List

Full Name	Position
Provincial Ministries	
Ministry of Environment, Conservation, and Parks	
Shelly Wainio	MECP, Northern Region
General	
Ministry of Agriculture, Food, and Rural Affairs (OMAFRA)	
Jocelyn Beatty	Rural Planner
Ministry of Energy	
Andrea Pastori	Cabinet Liaison and Strategic Policy Branch Coordinator
Ministry of Northern Development, Mines, Natural Resources and Forestry	
Mary Perry	Manage, Strategic Support Unit
Omerdin Omer	Initiatives Coordinator, Strategic Support Unit
Jennifer Paetz	Initiatives Coordinator, Strategic Support Unit
Justin Standeven	Regional Planning Coordinator, Northeast Region
Ministry of Heritage, Sport, Tourism, and Culture	
Karla Barboza	Team Lead, Heritage Planning Unit
Jack Mallon	Heritage Planner, Heritage Planning Unit
Ministry of Indigenous Affairs	
TBD based on MECP consultation	
Ministry of Municipal Affairs and Housing	
Anna Little	Manager, Community Planning and Development
MTO	
John Fraser	Manager-North Bayl
Ministry of Economic Development, Job Creation and Trade	
Shireen Mohammed	Manager
Nathan Hammill	Senior Policy Advisor
Infrastructure Ontario	
Joanna Brown	Environmental Specialist
Dave Macey	Ainsely's out of office
Ainsley Davidson	Director, Land Use Planning
Joanna Craig,	Portfolio Analyst
General	
Sault Ste Marie Region Conservation Authority	
General	
Ontario Provincial Police	
Jennifer Davey	Administrative Assistant
Emergency Services	
Kate Kirkham	Chief, Paramedic Services
Police Services	
General	
Enbridge	
Naadia Carrier	Supervisor Construction Project Management

Indigenous Communities Contact List

TITLE	FULL NAME	JOB TITLE	COMMUNITY
	Dean Sayers	Chief	Batchewana First Nation
	Danny Sayers Jr.	Consultation Coordinator	Batchewana First Nation
	Andy Rickard	Chief	Garden River First Nation
	Cheyenne Nolan	Consultation Coordinator	Garden River First Nation
	Patricia Tangie	Chief	Michipicoten First Nation
	Kim Powley	President	MNO Historic Sault Ste. Marie Métis Council
	Consultation Advisor	Justin Hunt	MNO Region 4

City Staff

FULL NAME	JOB TITLE	DEPARTMENT
Daniel Perri	Area Coordinator Wastewater	Public Works and Engineering Services
Carl Rumiel	Manager, Design & Transportation Engineering	Public Works and Engineering Services
Maggie McAuley	Municipal Services Engineer	Engineering Division, Public Works and Engineering Services
Catherine Taddo	Land Development and Environmental Engineer	Engineering Division, Public Works and Engineering Services

Elected Officials Contact List

TITLE	FIRST NAME	LAST NAME	JOB TITLE
Local and Regional Councillors			
Mayor	Christian	Provenzano	Mayor
Councillor	Paul	Christian	Councillor (Ward 1)
Councillor	Sandra	Hollingsworth	Councillor (Ward 1)
Councillor	Luke	Dufour	Councillor (Ward 2)
Councillor	Lisa	Vezeau-Allen	Councillor (Ward 2)
Councillor	Donna	Hilsinger	Councillor (Ward 3)
Councillor	Matthew	Shoemaker	Councillor (Ward 3)
Councillor	Marchy	Bruni	Councillor (Ward 4)
Councillor	Rick	Niro	Councillor (Ward 4)
Councillor	Corey	Gardi	Councillor (Ward 5)
Councillor	Matthew	Scott	Councillor (Ward 5)
MPPs			
MPP	Ross	Romano	MPP
MPs			
MP	Terry	Sheehan	MP



C INDIGENOUS COMMUNITY LETTERS

Please see Appendix B-4 of the ESR

D PUBLIC INFORMATION CENTRE #2 DISPLAY MATERIALS

Category B Class Environmental Assessment for the 230 kV Transmission Project

**Online Public Information
Centre #2
August 18, 2022**



Indigenous Land Acknowledgement

As we begin, we take time to acknowledge and recognize, though we are gathered virtually, we are here today as a community on the Robinson-Huron Treaty territory and the land upon which we are gathered is the traditional territory of the Anishinaabe, Cree and Métis people. To the Anishinabek people this sacred and spiritual place has been known since time immemorial as Bawating. As we continue to learn and respect the past relationships with our indigenous communities, we thank them for allowing us to work together, and look forward to further strengthening these bonds and thriving together into the future.

Presentation Etiquette:

- Be patient: virtual meetings don't always run as smoothly as planned.
- Be respectful: discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.

The comment period for this meeting is from **August 2 – September 2, 2022.**

For ongoing updates, please visit the project website at www.PUCTransmissionLP.com. If you have any questions or wish to be added to the mailing list, please contact:

Jad Murtada

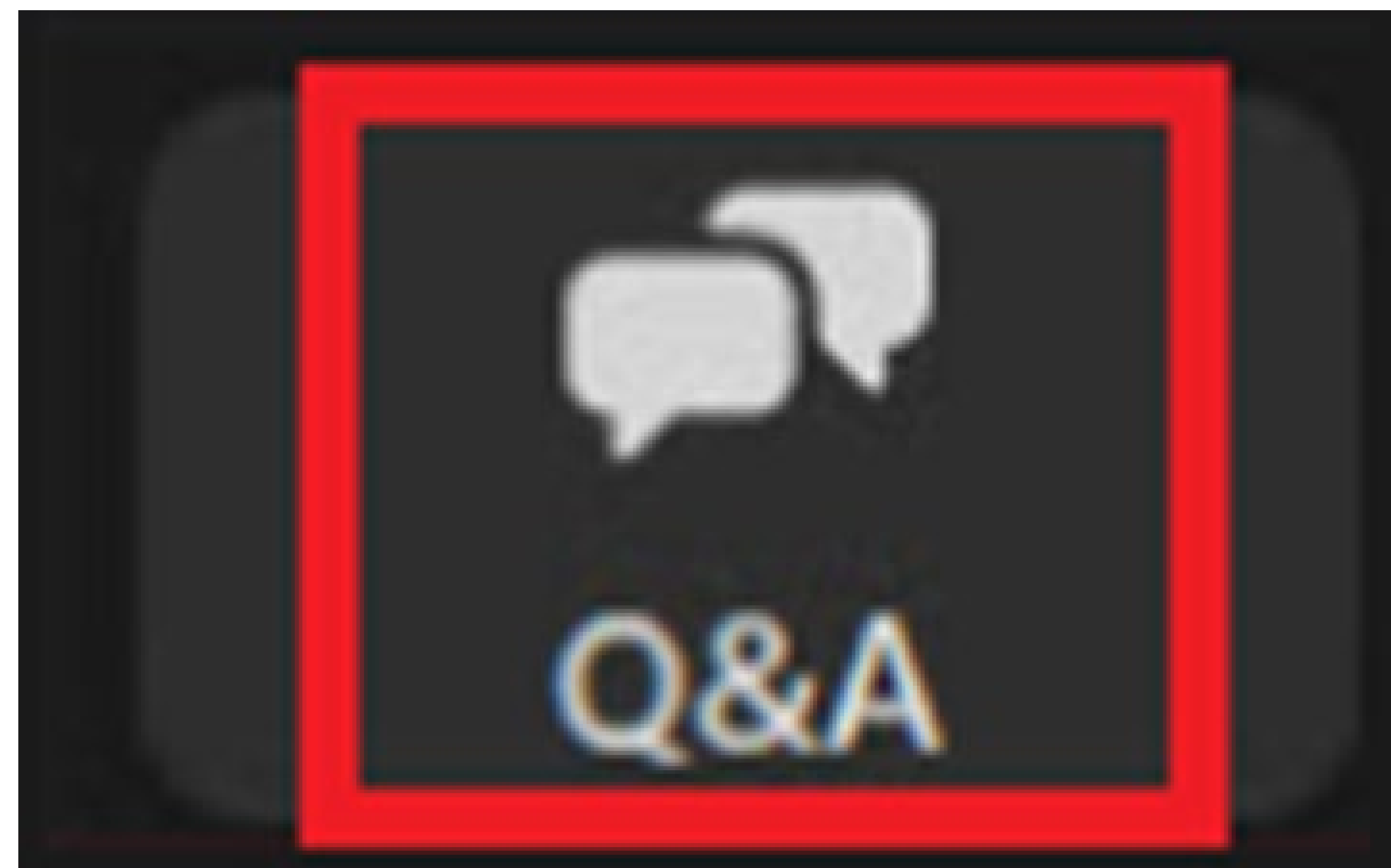
Consultation and Engagement Lead

WSP Canada Inc.

Jad.murtada@wsp.com

Zoom Functionality

Asking questions using the Q&A function:



Agenda

1. Project Overview
2. Class Environmental Assessment Process
3. Summary of Feedback received during PIC #1
4. Evaluation of Route and Station Options
5. Selected Preferred Route Option and Station Option
6. Project Next Steps
7. Class EA Next Steps

Project Overview



Project Overview

In early 2021, PUC Transmission LP (PUC) was incorporated as an Ontario regulated transmission company. In October 2021, PUC was approved for a transmission licence by the Ontario Energy Board (OEB).

PUC will be investing in the order of \$100 million to construct new transmission facilities that will provide power to Algoma Steel's new electric arc furnaces.

The new power supply to Algoma Steel will supply the increased power needs for Algoma Steel and substantially lower the carbon footprint for the community.

This project requires undertaking a Class Environmental Assessment (Class EA), which began in 2021.

Through the Class EA process, our team assessed several route and station alternatives, and based on information gathered and feedback received, a preferred route was selected.

How the Project will support the Region

- The proposed line and station will supply Algoma's new electrical load of 300 MW.
- The new PUC 230 kV transmission line will convey electricity from Hydro One's Third Line Station in the city's north end to a new PUC transformer station in the west end, near Algoma Steel.
- The new infrastructure will support the steel plant and its \$700 million project to build and operate two new state-of-the-art electric arc furnaces, which Algoma Steel notes will lead to a 70% reduction in carbon emissions.
- The project will support the local economy and communities by creating new direct and spinoff jobs.



Photo: Example of the single steel pole type to be used as seen along Second Line west of North Street.

Class Environmental Assessment Process



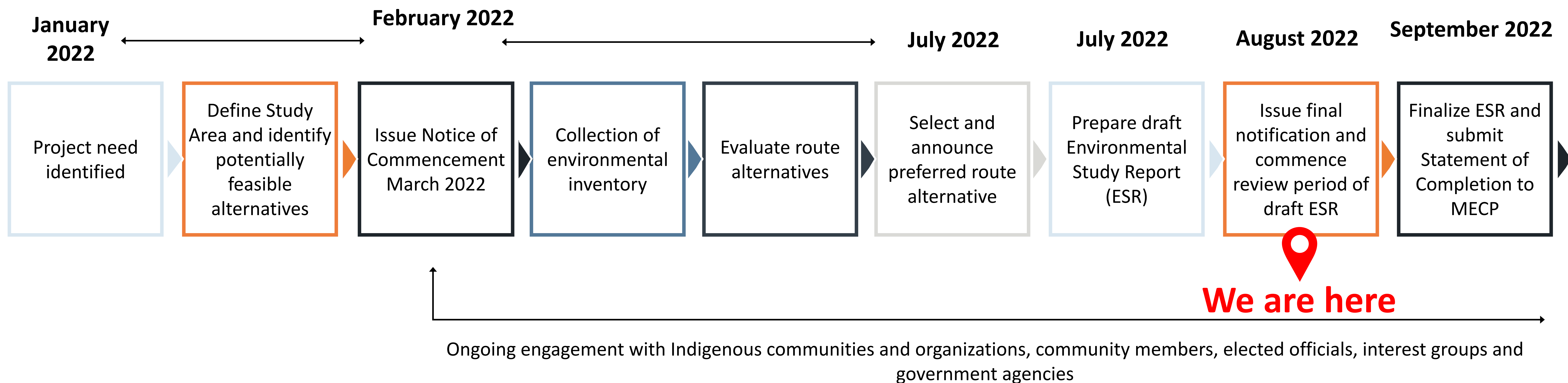
What is a Class Environmental Assessment?

The Class Environmental Assessment (Class EA) for Minor Transmission Facilities sets out a planning and decision-making process for projects with predictable environmental effects that are likely to be mitigated.

Key Components include:

- | | |
|--|---|
| <ul style="list-style-type: none">• Consultation with:<ul style="list-style-type: none">◦ Elected officials,◦ Government agencies,◦ Indigenous communities and peoples;◦ Potentially affected and Interested persons;◦ Affected businesses; and◦ Interest groups. | <ul style="list-style-type: none">• Collection of environmental data.• Description of existing conditions.• Identification and evaluation of alternative means to undertake the Project.• Selection of preferred alternatives.• Identification of potential environmental effects.• Identification of mitigation measures. |
|--|---|

Class Environmental Assessment Process

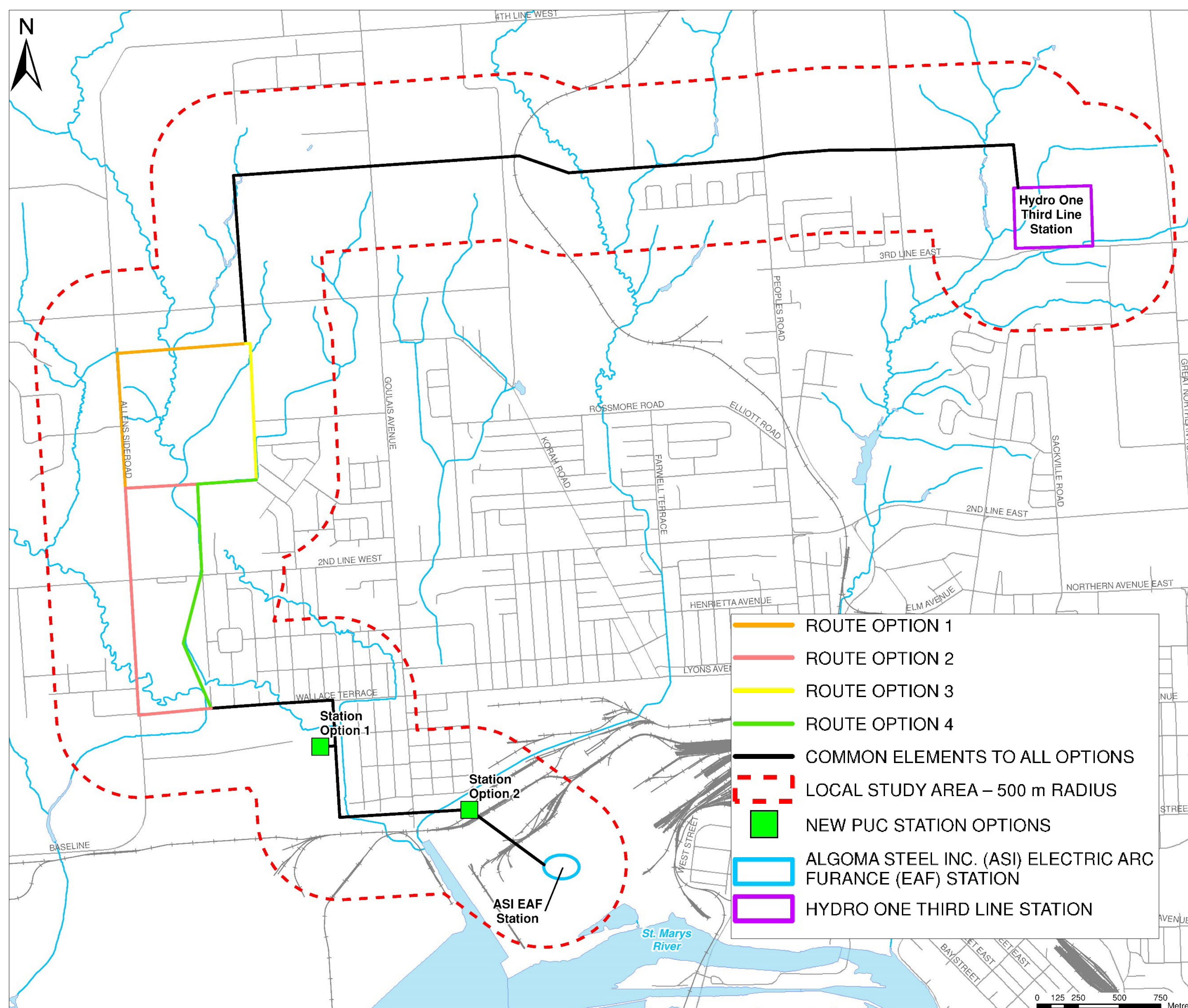


WHERE WE ARE:

The Notice of Completion of draft ESR was issued on August 2, 2022 to:

- Announce the selected preferred route and station option, and
- Officially commence the 30-day review period of the draft ESR.

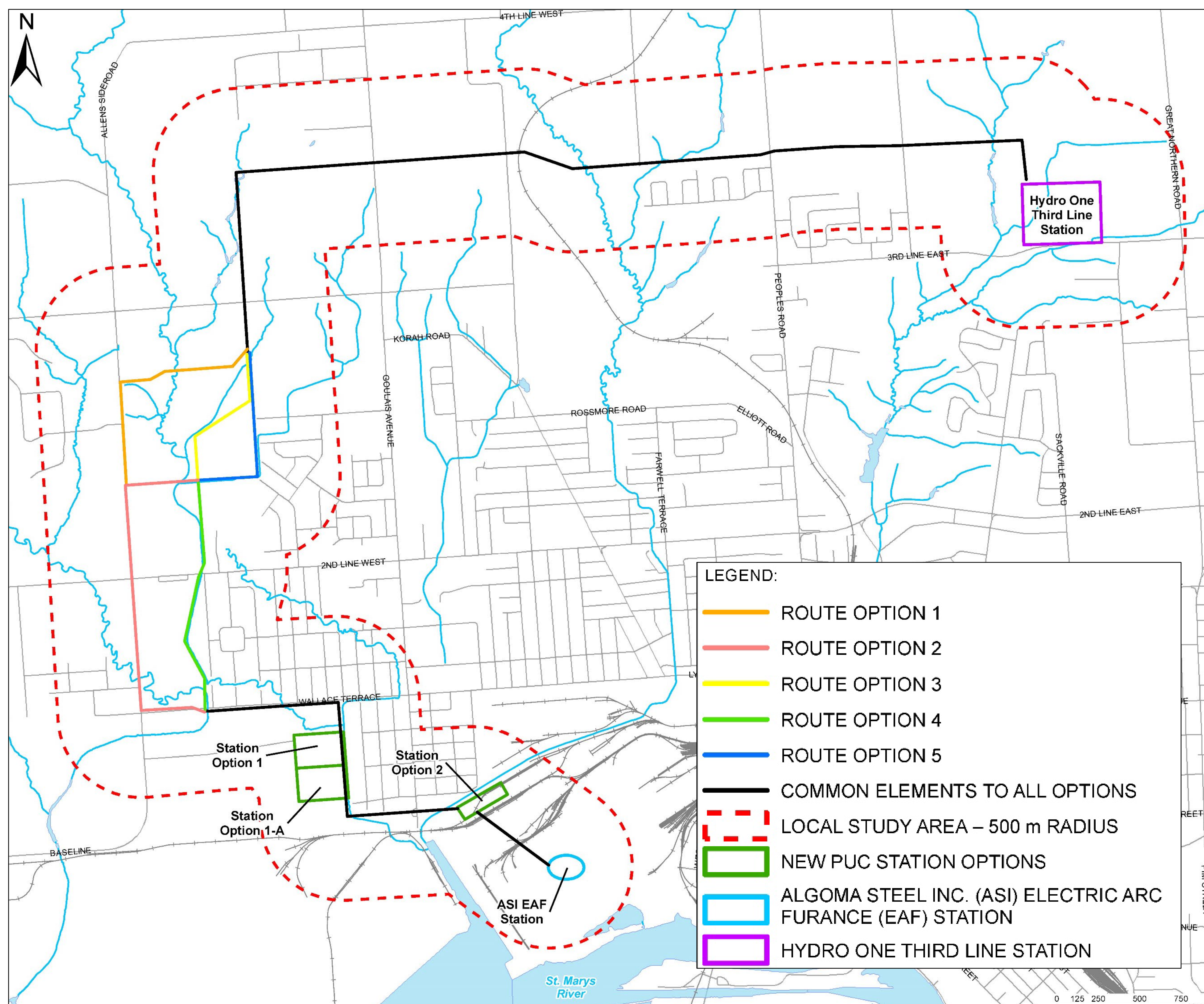
Preliminary Route and Station Options



For the preliminary assessment, the Project Team researched and mapped technical, social, and environmental constraints and identified potential opportunities for the transmission line to parallel linear infrastructure, such as existing transmission lines, roads and highways, where possible.

Based on the preliminary assessment, **four feasible route option segments** were identified.

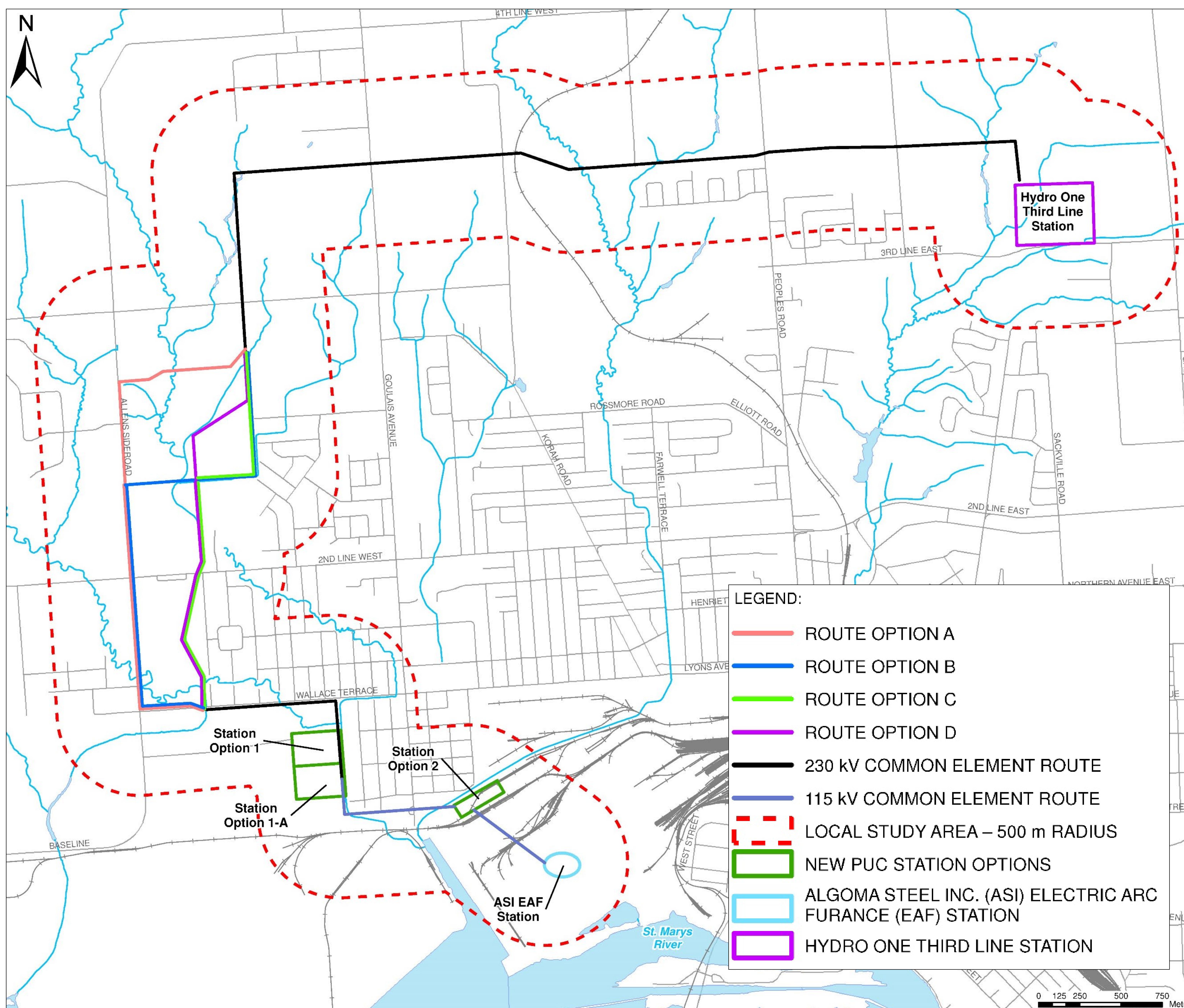
Refined Route and Station Options



In April 2022, after issuing a Notice of Commencement, PUC made a refinement to Route Option 5 and introduced a new **Route Option 3** based on advancement of preliminary engineering work, information acquired through the Class EA process, and consultation with stakeholders and the public.

In June 2022, based on a preliminary analysis, a number of technical and environmental constraints were identified for Station Options 1 and 2, so a new **Station Option 1-A** was proposed to be considered in the Class EA.

Route and Station Alternatives Assessed



In July 2022, the route option segments were combined so that each proposed route option segment forms part of a continuous line between the northern and southern Common Elements Route segments. This created **four final route options**.

Summary of PIC #1



Summary of PIC #1

- The in-person PIC #1 was held on May 26, 2022, with a total of 23 participants attending.
- The virtual PIC #1 was held on May 31, 2022, with a total seven participants attending.
- During the in-person PIC, participants discussed the project one-on-one with staff, and had opportunity to provide written comments.
- Four (4) written comments were received during the in-person PIC. Six (6) additional comments were received by email following the in-person and virtual PIC events during the comment period.
- General concerns, comments, and/or inquiries related to the Class EA study and design, and implementation of the project were received.

Summary of PIC #1

Question/Comment	Response
------------------	----------

What engagement events will take place as part of this project?

As part of this project, PUC hosted two hybrid (in-person and online) public engagement sessions in May 2022. PIC #2 is the second and final round of consultation for the Class EA process.

Consultation with property owners will continue through the design and construction phases of the Project.

Why wasn't an underground option considered for this project?

An underground option was explored; however, it was determined that this option would not be feasible due to several factors, including higher initial capital costs, higher long-term maintenance costs, longer durations for repairs, and greater disturbance to abutting properties during construction.

Summary of PIC #1

Question/Comment	Response
------------------	----------

How impactful will easements caused by this Project be?

In most cases, easements will be over a portion of the affected properties that are already restricted in relation to building purposes. For example, in most cases, the powerline easements will not restrict the use of land further than current restrictions under the Zoning Bylaw. In all cases, buildings subject to the Ontario Building Code are not permitted within the easement limits.

Will our electricity bills go up as a result of the project?

The project is expected to have little to no impact to the rates of PUC Distribution customers.

When will construction commence?

Construction is anticipated to begin in Fall 2023 and is expected to be completed by end of 2024.

Summary of PIC #1

Question/Comment	Response
------------------	----------

How will this project impact property values, will property taxes increase due to this project, and will I be compensated for easements?

PUC's real estate representatives will work closely with directly impacted property owners to acquire easements that would affect their property. The goal is to secure voluntary property settlements, utilizing independent third-party property appraisers. Each affected property owner will be presented with a formal offer based upon the information contained in a property-specific, third-party appraisal report.

How will the environmental effects of the project be identified and assessed?

Environmental studies were conducted during Spring/Summer 2022 to identify potential effects and proposed mitigation measures for the project. Results of these studies are included in the draft Environmental Study Report (ESR), which is available for public review and comment until September 2, 2022.

Summary of PIC #1

Question/ Comment	Response
<p>What will PUC do to mitigate impacts due to construction?</p>	<p>Mitigation measures are identified in the draft ESR. Implementing the mitigation measures and commitments recommended through the Class EA is a condition of the Project approval. Prior to the commencement of construction, the construction contractor will be required to develop and submit a detailed Construction Management Plan, which includes the mitigation measures, to PUC.</p> <p>As well, a Communications and Complaints Protocol will be developed by the contractor, which will indicate how and when surrounding local businesses and property owners/tenants will be informed of anticipated upcoming construction works (including work at night), and who they can contact should they have any concerns.</p> <p>When possible, construction will be limited to the time periods allowed by the applicable local bylaws (generally during the daytime hours and during weekdays). However, certain types of construction work can only be completed outside of business hours. Further information can be found here.</p>

Summary of PIC #1

Question /Comment	Response
<p>Should the public be worried about electromagnetic fields?</p>	<p>On a daily basis, we are exposed to electromagnetic fields (EMFs) generated by household wiring, lighting, and electrical appliances. EMFs are invisible forces that surround electrical equipment, power cords, and power lines. You cannot see or feel EMFs. Every time you use electricity and electrical appliances, you are exposed to EMFs at extremely low frequencies. These appliances include: electric shavers; hair straighteners; blow-dryers; printers; computers; TVs; coffeemakers; ovens; microwaves; refrigerators; toasters; washers; dryers; and more. EMFs are strongest when closest to the source. As you move away from the source, the strength of the fields fades rapidly. When you are inside your home, the electric fields from transformer boxes and high voltage power lines are often weaker than the fields from household electrical appliances. Further information can be found here: https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/power-lines-electrical-appliances.html</p>

Summary of PIC #1

Question/Comment

The total potential load (600MW) vastly exceeds what is required for Algoma Steel Inc. (ASI). Is the surplus load on these lines (in excess of what is required by ASI) considered potential infrastructure for the proposed ferrochrome processing facility in the eyes of the PUC and City of SSM? If no, what is the rationale for the additional load? If yes, why hasn't this been explicitly mentioned in public communications thus far?

Response

The new transmission line is not being built for the proposed ferrochrome processing facility. The new transmission line is being constructed to support Algoma Steel's new electric arc furnaces. The line is being built to meet the immediate need of Algoma Steel, as well as potentially connecting to PUC distribution, resulting in another source of power into the west end's distribution system. The double-circuit configuration provides redundancy of supply to accommodate future maintenance or service interruptions. With two circuits on one set of poles, we are providing redundancy that will carry the full Algoma load on one circuit alone, while the other is down for maintenance or due to potential contingency situations, such as weather events.

Summary of PIC #1

Question/Comment

Response

How much will the project cost? Will our electricity bills go up as a result of the project?

An application will be made for this project to obtain a Leave to Construct from the Ontario Energy Board (OEB). Through this regulatory process, the OEB will make a ruling on the viability of proceeding with this project at the presented costs. Every few years, PUC provides details on our plans for the transmission system via a rate application to the OEB. Through the rigorous application process, the OEB will then make a decision on our rate application, ensuring that customers are protected from any undue costs.

What will this project resemble locally?

PUC is proposing to install single, steel poles that will look similar to the steel poles along Lyons Avenue between Patrick Street and Korah Road or Second Line west of North Street.

Refer to "How the Project will support the Region" board for an image.

Evaluation of Route and Station Options



Evaluation of Route and Station Alternatives

A key component of the route and station evaluation process is to assess and compare the advantages and disadvantages of each route and station alternative in a fair and holistic manner.

For this project, a weighted multi-criteria decision-making analysis was used, which consisted of:

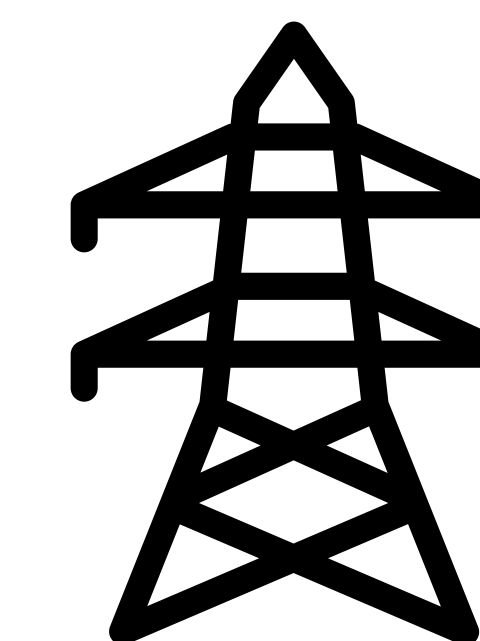


**Socio-
economic
Environment**

- Collecting feedback from community members and stakeholders, as well as available information across the evaluation categories.
- Using the feedback and information collected to build the evaluation framework, which included:
 - Identifying evaluation criteria under each category
 - Evaluating each option against each criterion
 - Assigning a relative ranking of each option based on the ratings of each criterion
- Assessing each alternative based on the framework to select the preferred option.



**Biophysical
Environment**



**Technical
Environment**

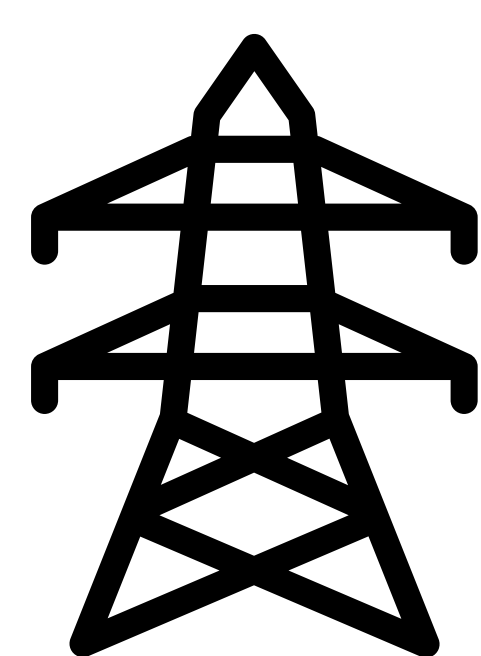
Route and Station Evaluation Criteria

Using feedback received and information collected, the following are the criteria used to evaluate each route and station option.



Biophysical Environment

- Surface water protection
- Ground water protection
- Designated or special natural areas
- Vegetation
- Wetlands and floodplain areas
- Fish and fish habitat
- Terrestrial and wildlife habitat
- Species at risk



Technical Environment

- Route length / station footprint
- Number of structures
- Contiguous right of way
- Infrastructure crossings
- Constraints on future municipal capital works



Socio-economic Environment

- Existing and future land use designations
- Conformance with the Provincial Policy Statement
- Existing recreational resources
- Scenic or aesthetically pleasing landscapes or views
- Archaeological resources
- Cultural heritage resources

Refined Station Options

As part of the overall Project planning process, PUC further evaluated the feasibility and merits of the proposed locations for the new station.

Several technical and environmental constraints were identified for Station Option 2, as a result, this option is not large enough for a new station.

A new Station Option 1-A was identified and carried forward to the alternatives evaluation.

Some of the constraints at Station Option 2 include:

- The west and north sides of the site are adjacent to a municipal flood diversion canal, which is regulated by the Sault Ste. Marie Region Conservation Authority (SSMRCA). The minimum setback required by the SSMRCA is 15 m from the flood line.
- The site is constrained by existing infrastructure, such that it would not be feasible to accommodate the footprint needed for the station, even if the required setback were reduced to zero.

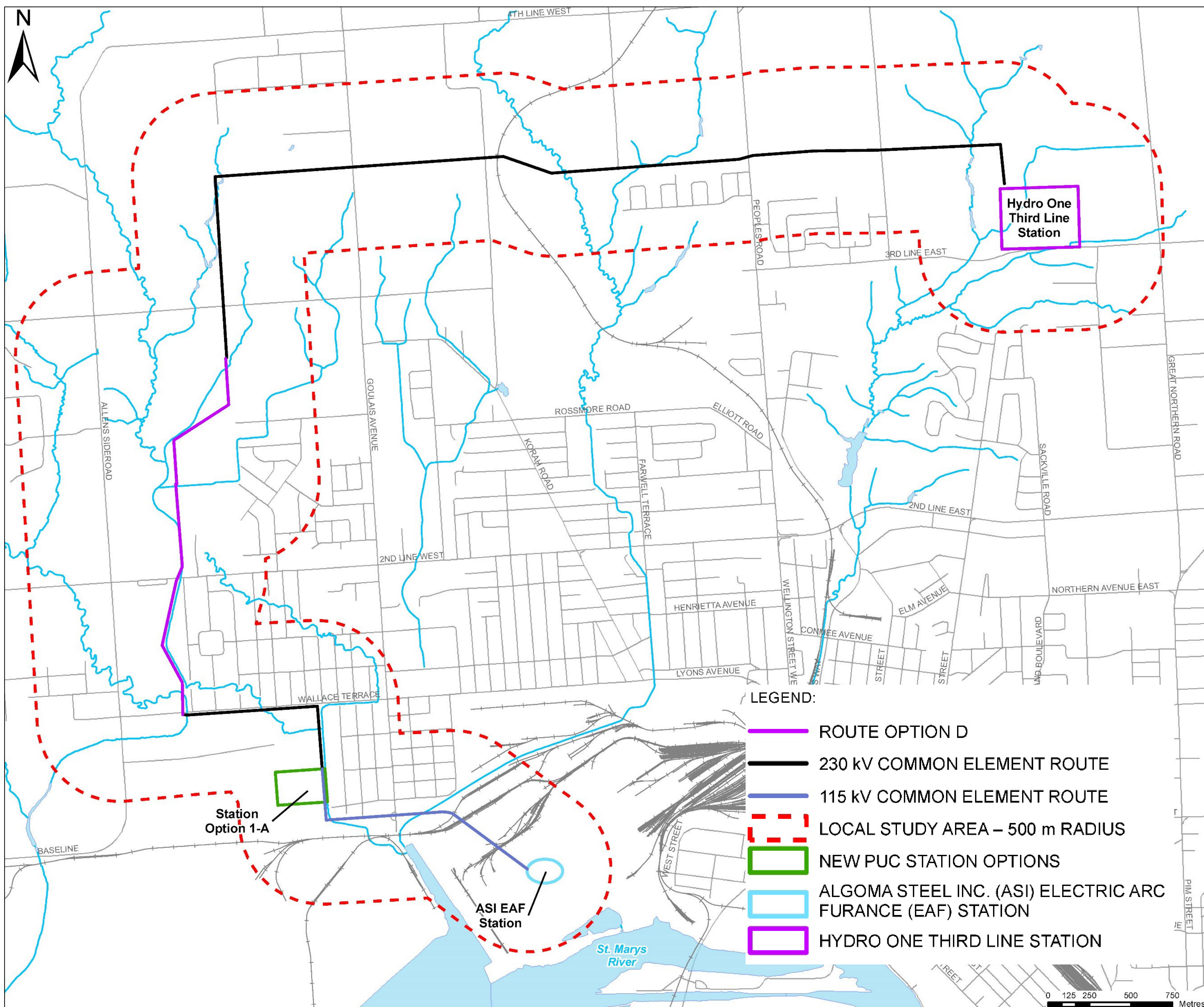
Summary of Evaluation

Route / Station Option	Socio-Economic Environment Preference Score	Biophysical Environment Preference Score	Technical Environment Preference Score	Overall Selection Preference Ranking
Route Option A	14.6	18.0	8.2	3 - Less Preferred
Route Option B	13.0	21.2	7.7	4 - Least Preferred
Route Option C	8.4	13.7	4.5	2 - Somewhat Preferred
Route Option D	0.0	8.4	4.0	1 - Most Preferred
Station Option 1	6.0	16.1	1.0	2 - Less Preferred
Station Option 1-A	3.0	9.1	0.0	1 - Most Preferred
Station Option 2	0.0	3.0	N/A	Not feasible due to failure to meet minimum technical requirements

* Each ranking is based on the cumulative evaluation of the criteria for each category, with a ranking of 4 being highest and 1 lowest. Overall selection is based on the highest cumulative ranking scores.

Preferred Route and Station Option

For a detailed look, visit
website at
www.puctransmissionlp.com



Preferred Route Option D

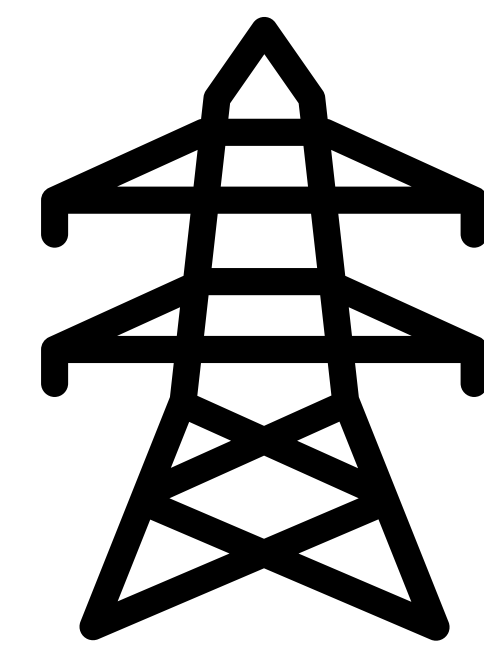
Route Option D has been selected as the preferred route.

Compared to the other route options, Route Option D involves:



Biophysical Environment

- Fewest natural features, such as SSMRCA regulated areas and wetlands
- Smallest area of highly vulnerable aquifer and potential groundwater recharge area
- Least amount of vegetation
- Smallest area of fish and wildlife habitat



Technical Environment

- Shortest route length
- Least number of new structures (poles)
- Least number of existing infrastructure crossings



Socio-economic Environment

- Least number of nearby residences and businesses.
- Least number of cultural heritage resources
- Smallest area of lands designated as Open Space and recreational resources
- Least archaeological potential

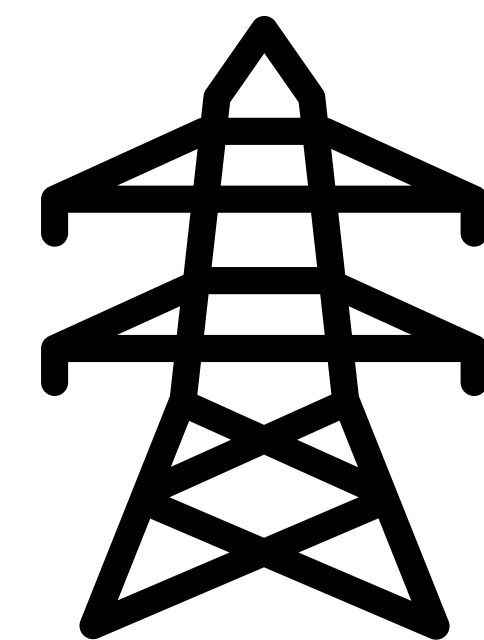
Preferred Station Option 1-A

Station Option 1-A has been selected as the preferred station location. Compared to the other station options, Station Option 1-A involves:



Biophysical Environment

- Fewest number of watercourses
- Least amount of wetlands and smallest floodplain area
- Smallest potential groundwater discharge area and groundwater recharge area
- Least amount of vegetation
- Smallest area of fish and wildlife habitat



Technical Environment

- No constraints to future municipal capital works
- No infrastructure crossings



Socio- economic Environment

- Conformance with the Provincial Policy Statement
- Least archaeological potential
- No conflict with current zoning and land uses

We are listening!

Based on public feedback received on the proposed location of the southern portion of the Common Element Route in relation to Glasgow Park, PUC is considering shifting the 230 kV line west along Yates Avenue, in an area that is predominately zoned as heavy industrial, as well as rotating the preferred station option orientation (Station Option 1-A) by 90 degrees.

This will avoid impacting existing trees and vegetation east of the proposed station location.



Environmental Effects and Mitigation

A number of mitigation measures are being considered to minimize the effects of the construction and operation of the Project.

Examples of measures identified include:

- Detailed design will consider sensitive visual resources to mitigate the aesthetic change from the Project (e.g., through selection of the transmission structure placement).
- Avoidance of significant natural features, Areas of Natural and Scientific Interest, sensitive areas, and protected areas, where possible.
- Avoidance of tree clearing during nesting season, or if that is not possible, a breeding bird survey will be conducted, and nests protected.
- Undertake a Stage 2 archaeological assessment.
- Access to construction site is designed to suit traffic conditions.
- Safety precautions are utilized to protect the public such as anti-climbing devices.

Over the next few months, PUC will continue to seek feedback to identify additional measures to avoid, mitigate, or restore potential environmental effects of the preferred alternative.

Project Next Steps



Project Next Steps

Now that the preferred route and station alternatives are selected, PUC will complete the next steps in the Class EA process, and plan for the design and construction of the new line and station.

PUC will continue to work with regulators, property owners and community members to:

- Prepare the final Environmental Study Report (ESR).
- Directly engage with property owners along Route Alternative D to seek voluntary property rights.
- Collect and gather information to advance the design and construction solution.
- Seek other project approvals, as required.

Ontario Energy Board Approval Requirements

In addition to the Class EA process, the Ontario Energy Board (OEB) must also approve the Project under a Leave to Construct Approval of the *Ontario Energy Board Act*, 1998.

Section 92 of the Act requires transmitters and distributors to obtain approval from the OEB for the construction, expansion, or reinforcement of electricity transmission and distribution lines or interconnections.

PUC plans to apply for this approval in late 2022. Further information from the OEB on this project will be made available in local papers and at www.oeb.ca.

Transmission Line Design

With the preferred route and station location selected, planning for the Project design will commence.

The design of the transmission line and towers will take into account a number of considerations, including:

- Existing infrastructure locations
- New structure heights and locations
- Span between structures
- Topography and soil conditions
- Road crossing clearances and traffic impacts
- Business and residential impacts
- Environmental constraints

Information obtained through the Class EA will be used in the design, and conversations with property owners will be considered in the construction solution.

Typical Construction Activities

While the Project is in the early stages of construction planning, the Class EA and planning is based on typical construction activities.

Typical construction activities include:

- Mobilizing and setting up construction yards
- Constructing access roads and work pads
- Installing tower foundations
- Assembling transmission towers
- Installing temporary poles at road and rail crossings
- Installing wires on the transmission line
- Connecting the line at both ends
- Energizing the new line
- Removing temporary access roads
- Completing right-of-way restoration



Working with Property Owners

As part of the next stage in the development of the new line, PUC will work closely with property owners whose properties will be affected by the preferred route.

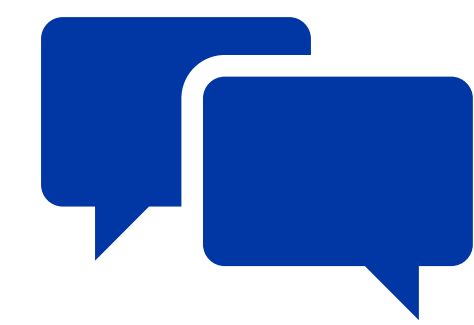
As a first step, PUC's real estate representative will be in contact with property owners following the PIC #2 virtual session on August 18th to discuss PUC's process in relation to acquiring the necessary property rights and answer any questions owners may have.



Live Q&A



Q&A Session



The Q&A session will be moderated by WSP.



Questions will be referred to either the Project Team or PUC to answer.



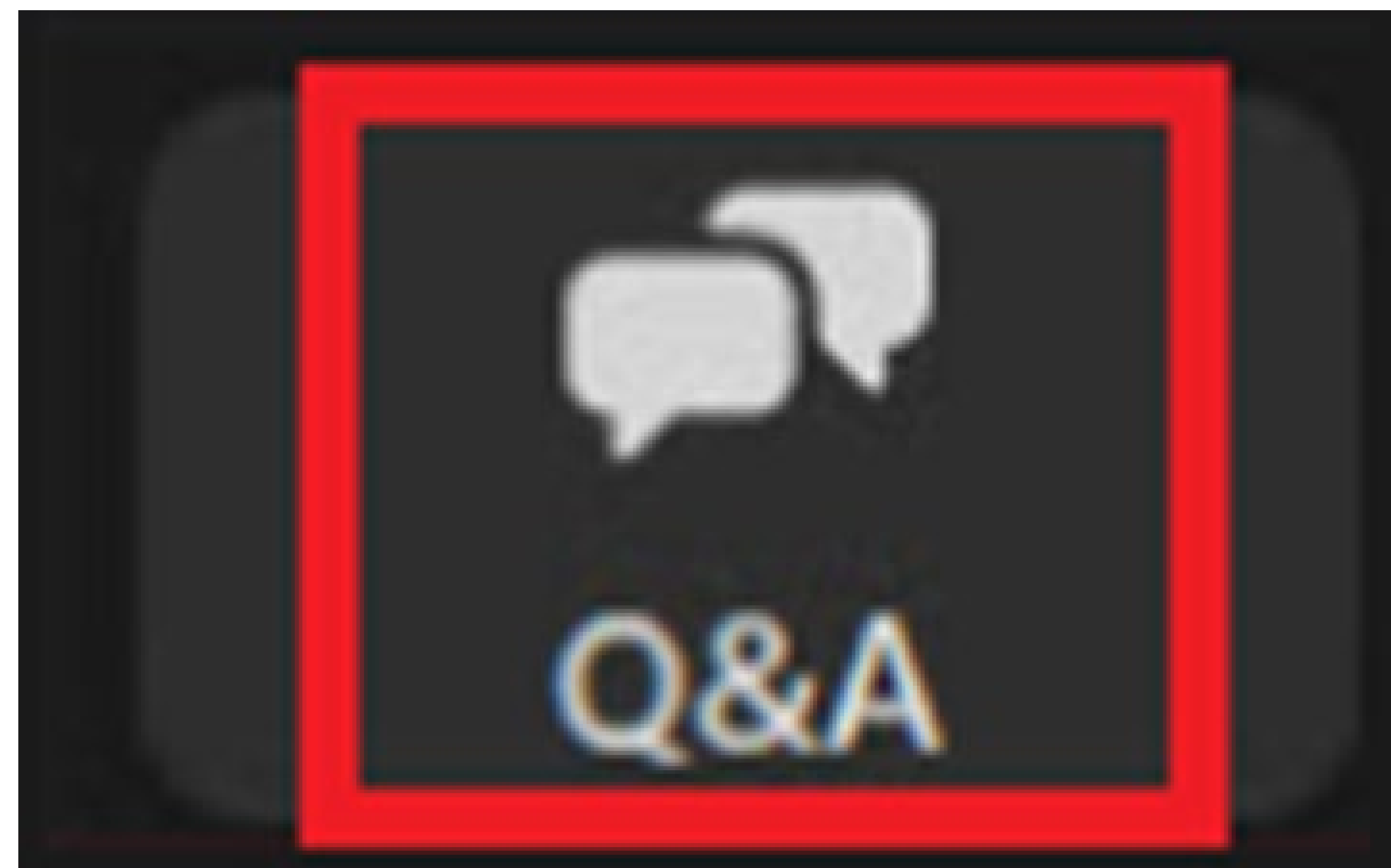
We are committed to responding to all questions. If there is an excess of questions during the allotted time for this meeting, we will respond to all remaining questions via one-on-one discussions, email, and/or in the PIC Summary Report.



If you would like to ask a question, please only do so using the Q&A function. Due to time constraints, we will only be accepting questions via the Q&A function during this session.

Zoom Functionality

Asking questions using the Q&A function:



Question and Answer Session



Class EA Next Steps



What Are The Next Steps?

- 1** Summarize and process input received (commenting period: August 16 to September 2, 2022)
- 2** Prepare final ESR (September 2022)
- 3** Continue stakeholder and public consultation
- 4** Submit Statement of Completion to the MECP (September 2022)

Thank you for participating and contributing to the 230 kV Transmission Line and Transformer Station EA Study!

Have more comments? Please visit:

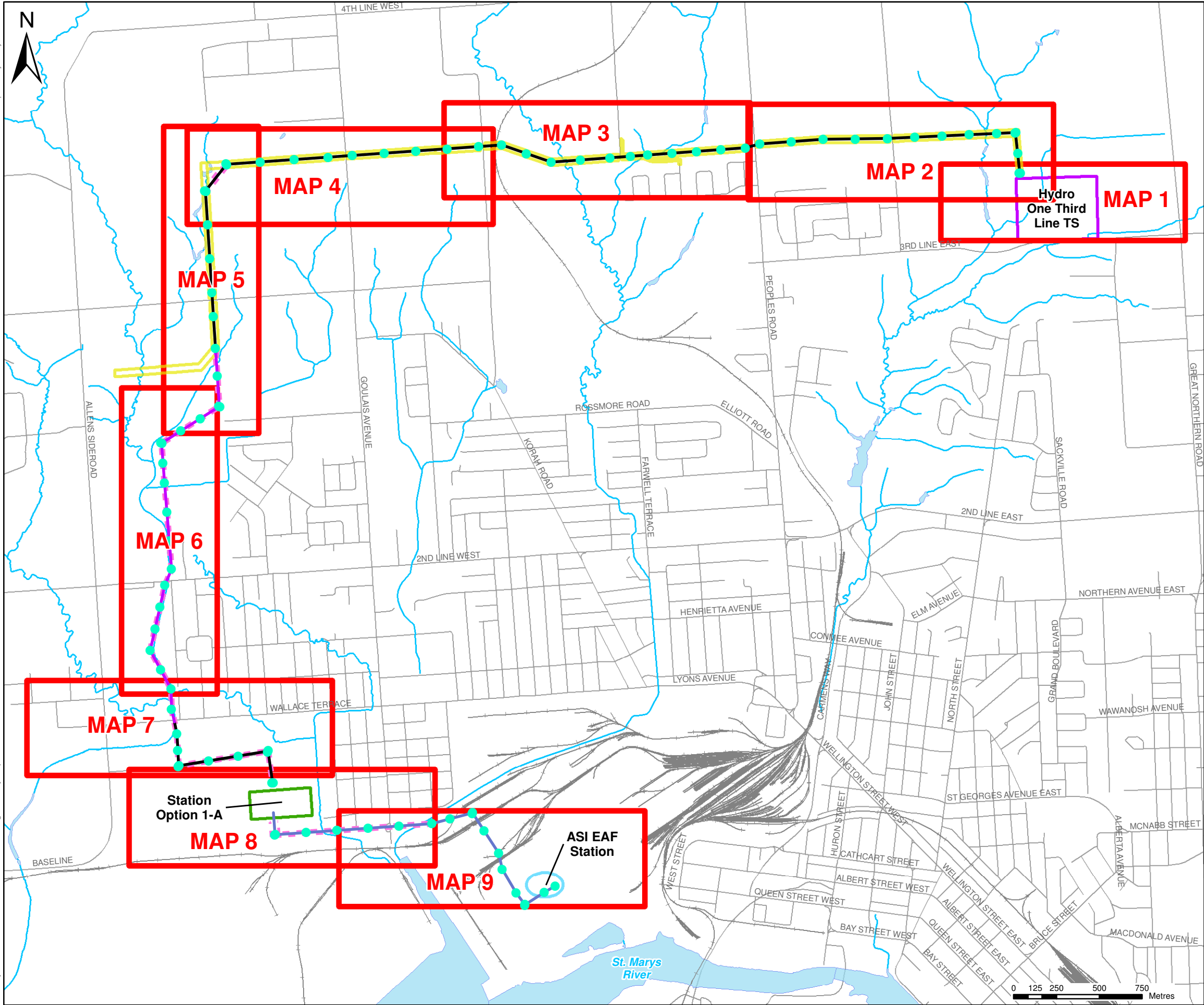
www.PUCTransmissionLP.com

Contact information:

Jad Murtada
Consultation and
Engagement Lead
WSP Canada Inc.

Jad.murtada@wsp.com

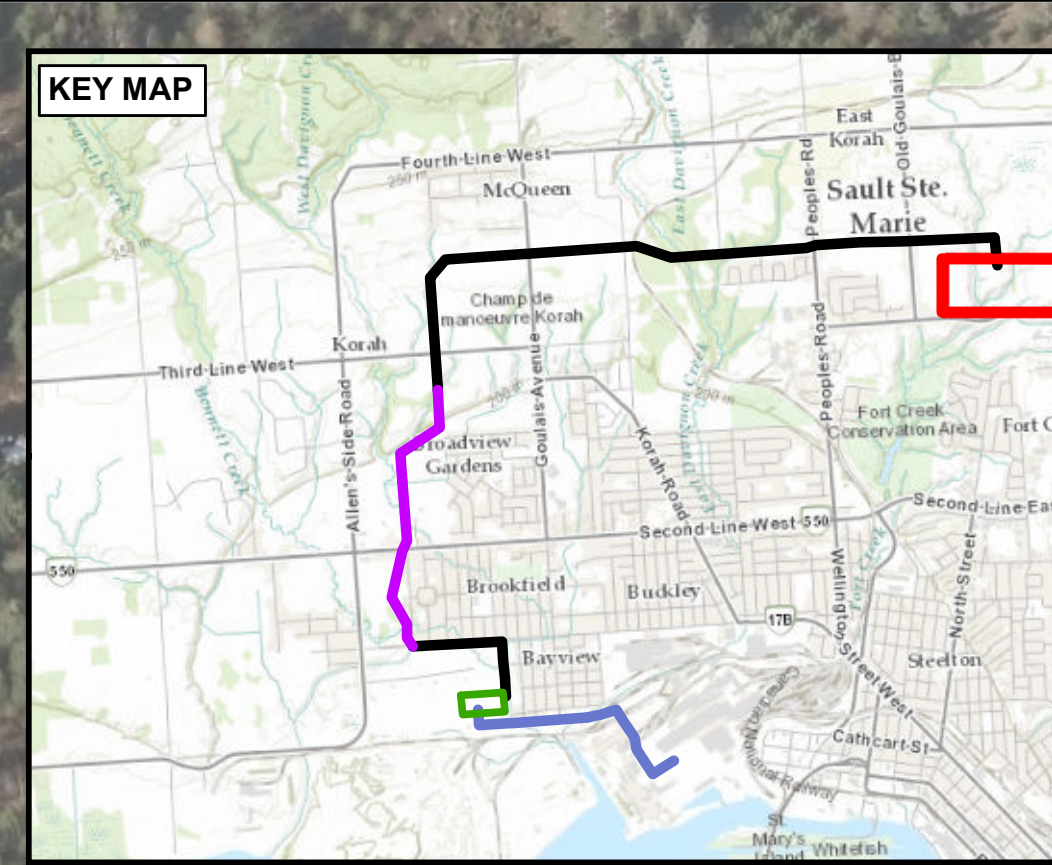
PIC #2 Table Maps



LEGEND:

- ROUTE OPTION D
- 230 kV COMMON ELEMENT ROUTE
- 115 kV COMMON ELEMENT ROUTE
- NEW PUC STATION OPTION
- ALGOMA STEEL INC. (ASI) ELECTRIC ARC FURANCE (EAF) STATION
- HYDRO ONE THIRD LINE TRANSFORMER STATION (TS)
- EXISTING PUC EASEMENT
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)
- MAP INDEX

TITLE: KEY MAP		
PROJECT: SAULT STE. MARIE 230 KV TRANSMISSION PROJECT: CLASS EA SAULT STE MARIE, ONTARIO		
CLIENT: PUC TRANSMISSION LP		
	PROJECT NO.: 221-01502-00	REVIEWED BY: LE
	DATE: AUGUST 2022	FIGURE: 5



MAP: 1

HYDRO ONE
THIRD LINE
TRANSFORMER
STATION (TS)

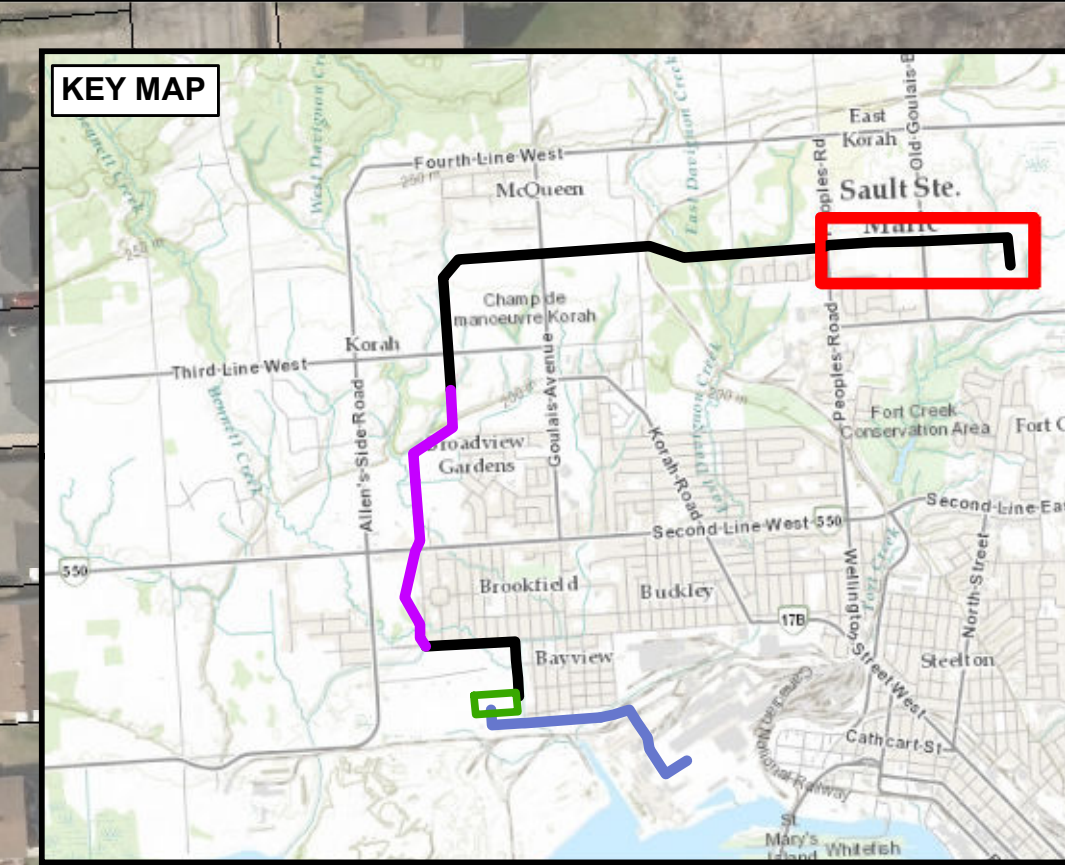
LEGEND

- PROPERTY BOUNDARY
- 230 KV COMMON ELEMENT ROUTE
- EXISTING PUC EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

wsp

N

30 15 0 30 Meters



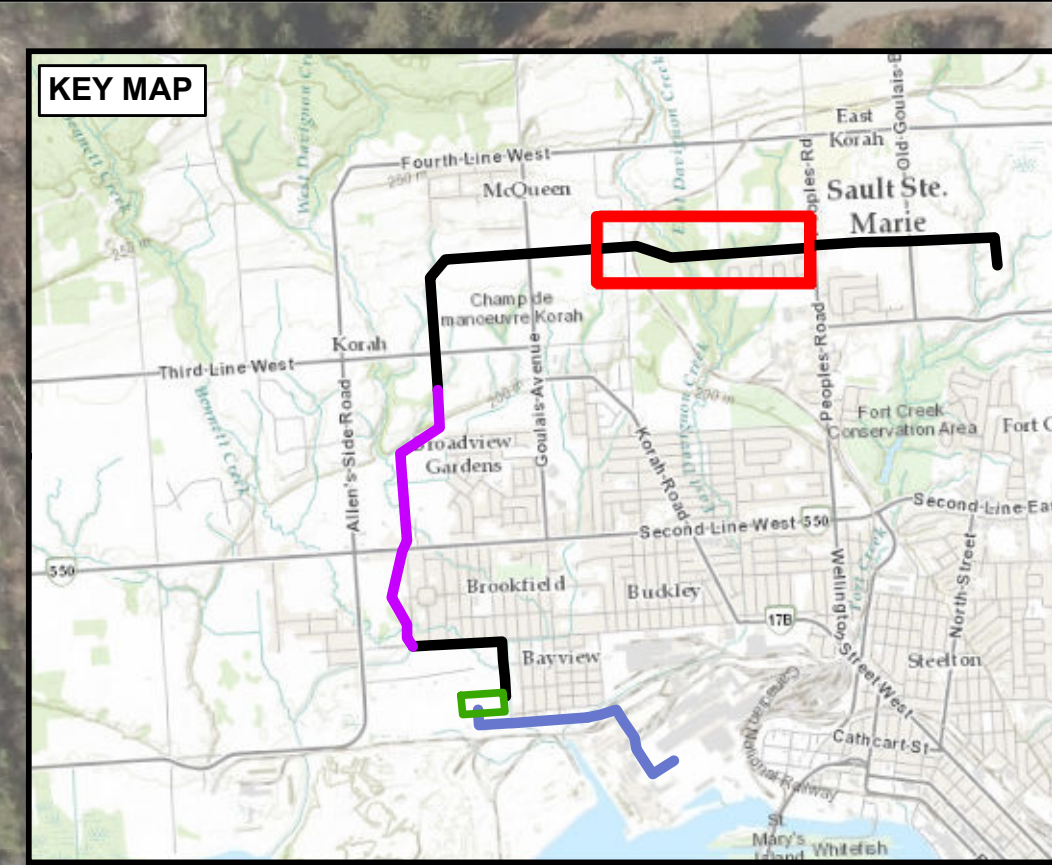
LEGEND

- PROPERTY BOUNDARY
- 230 kV COMMON ELEMENT ROUTE
- EXISTING PUC EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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LEGEND

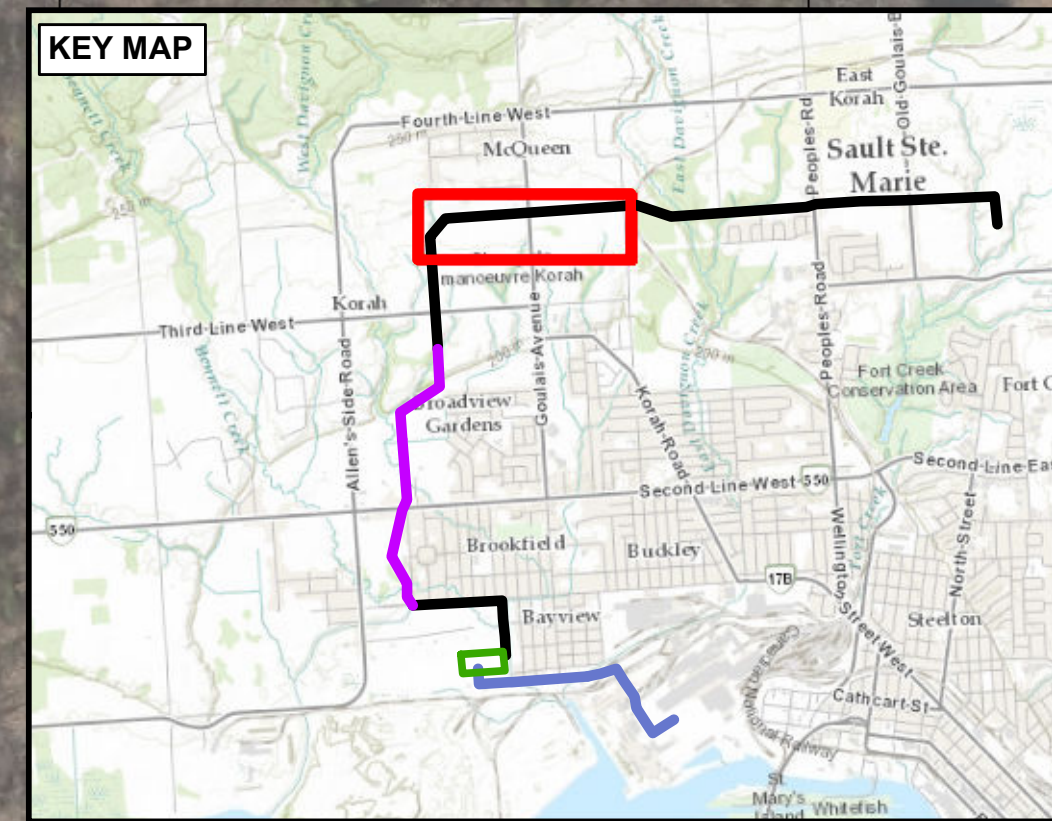
- PROPERTY BOUNDARY
- 230 KV COMMON ELEMENT ROUTE
- EXISTING PUC EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

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MAP: 4



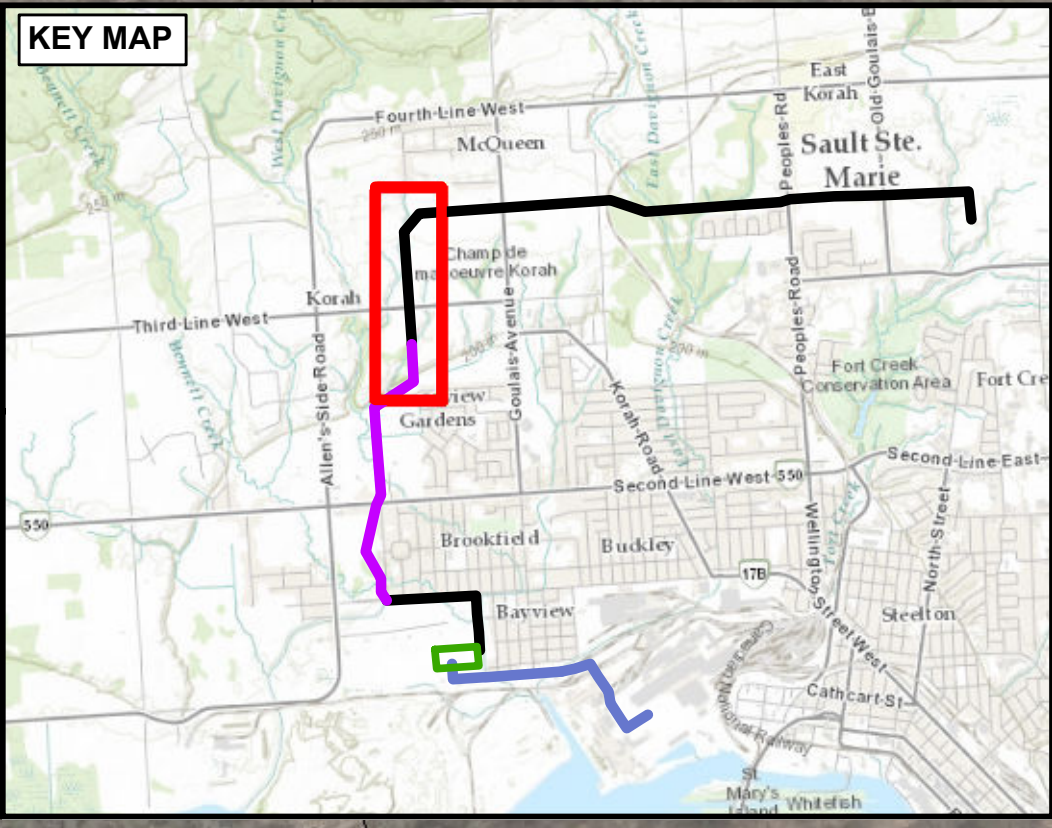
LEGEND

- PROPERTY BOUNDARY
- 230 kV COMMON ELEMENT ROUTE
- EXISTING PUC EASEMENT
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

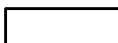
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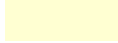



LEGEND


 PROPERTY BOUNDARY

 ROUTE OPTION D

 230 kV COMMON ELEMENT ROUTE

 EXISTING PUC EASEMENT

 PROPOSED EASEMENT

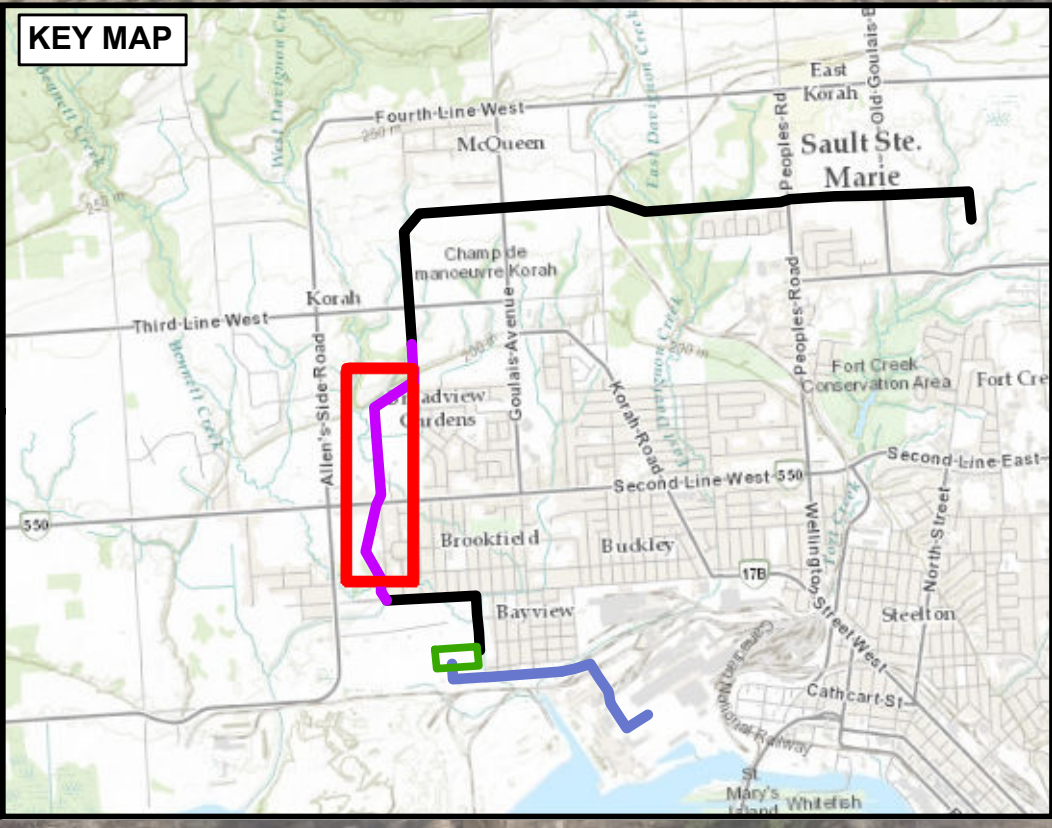
 POWER POLE (APPROXIMATE LOCATION)





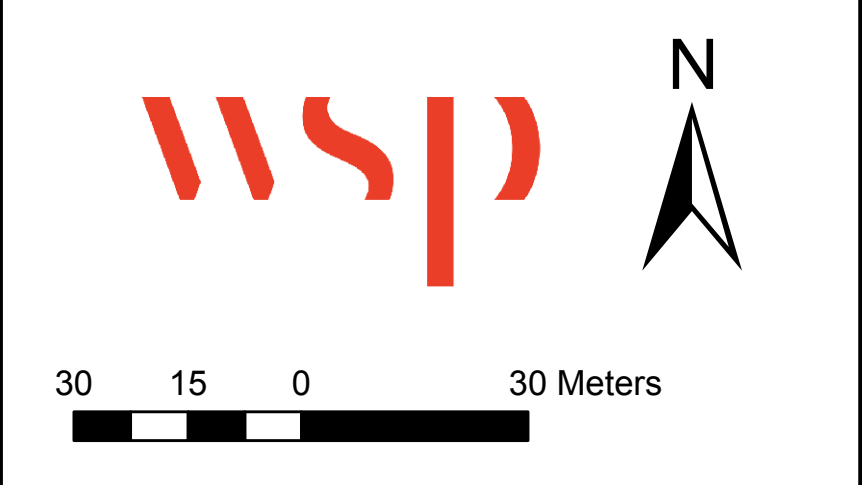
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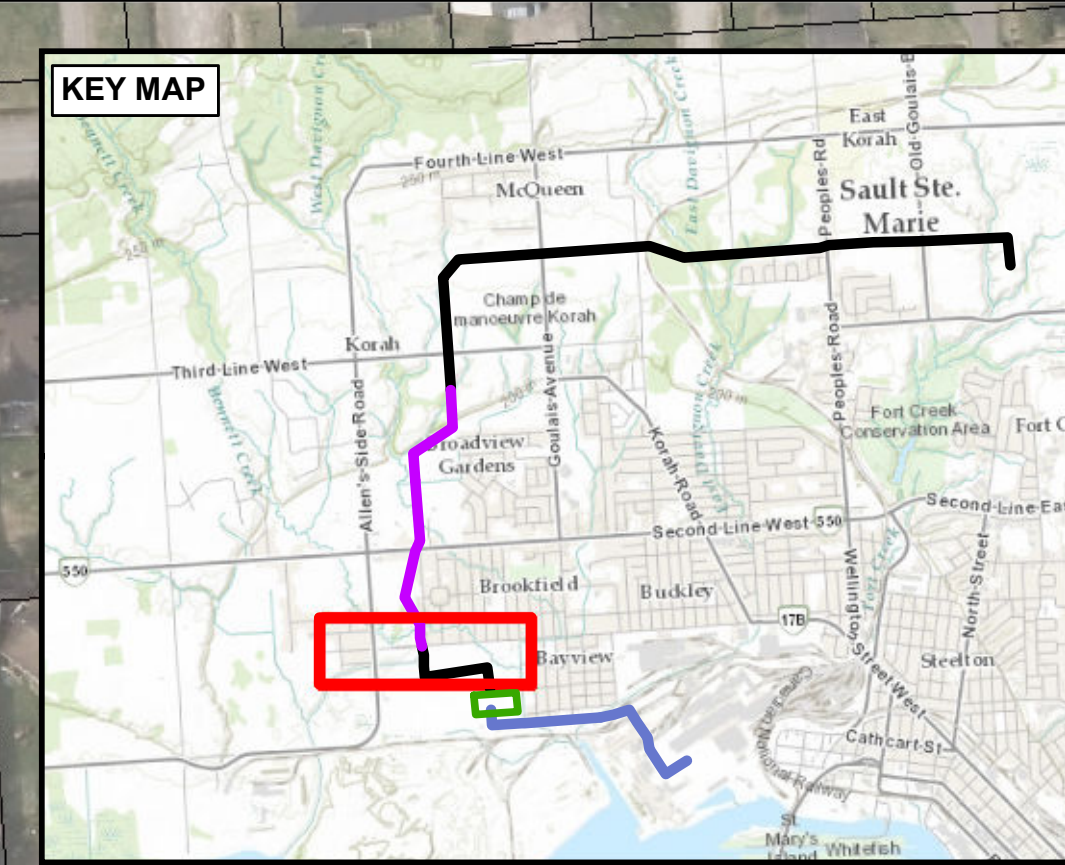
KEY MAP



LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION D
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)





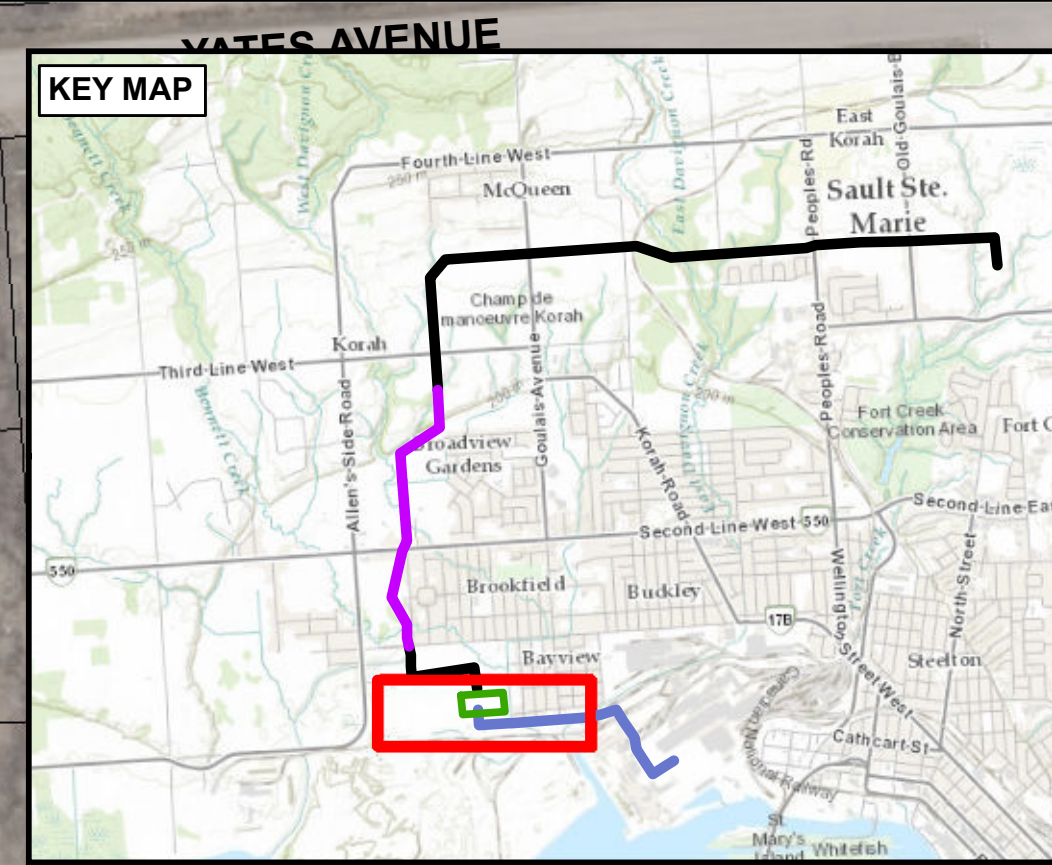
LEGEND

- PROPERTY BOUNDARY
- ROUTE OPTION D
- 230 kV COMMON ELEMENT ROUTE
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)

wsp

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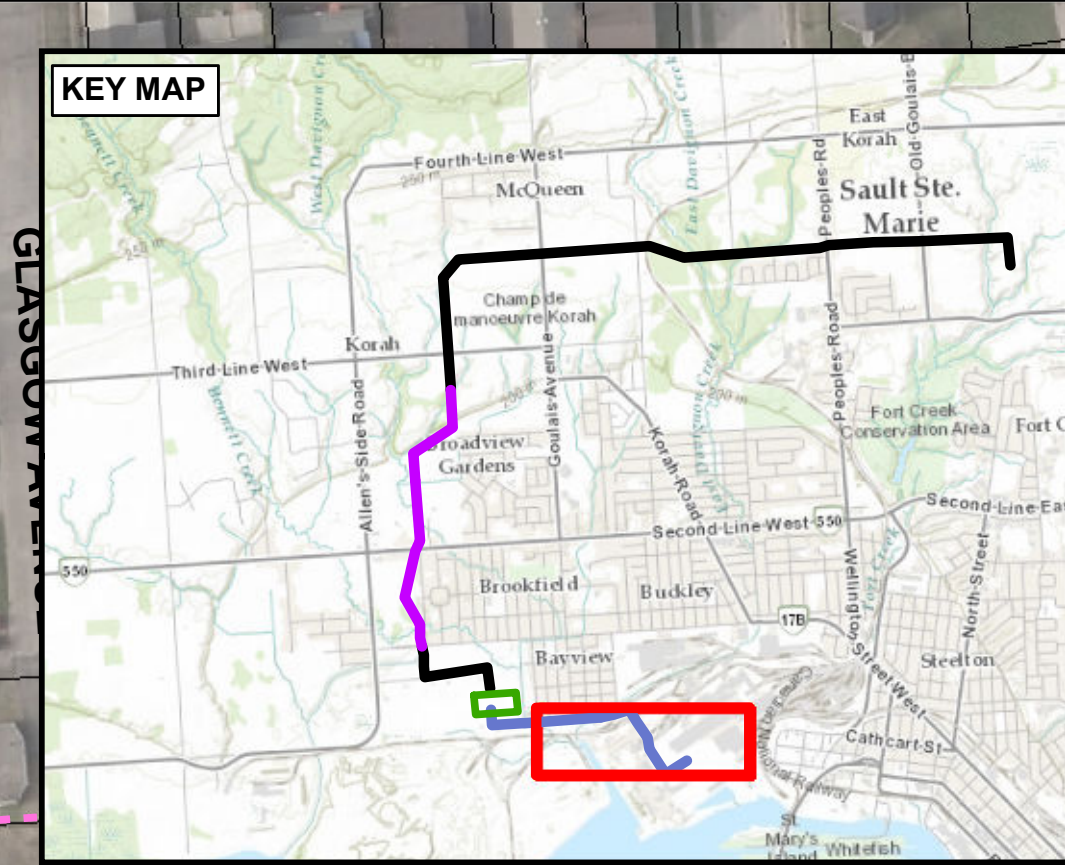
LEGEND

- PROPERTY BOUNDARY
- 230 kV COMMON ELEMENT ROUTE
- 115 kV COMMON ELEMENT ROUTE
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)
- NEW PUC STATION OPTION

wsp

N

40 20 0 40 Meters



LEGEND

- PROPERTY BOUNDARY
- 115 kV COMMON ELEMENT ROUTE
- PROPOSED EASEMENT
- POWER POLE (APPROXIMATE LOCATION)
- ALGOMA STEEL INC. (ASI) ELECTRIC ARC FURNACE (EAF) STATION

wsp

N

40 20 0 40 Meters



E SUMMARY OF RECEIVED COMMENTS

PUC Transmission 230 KV Transmission Project**Class Environmental Assessment (EA) Study****PIC #2 Comment Form (August 16th, 2022)**

Please drop your completed comment sheet in the box provided or submit online at <https://puctransmissionlp.com/submit-a-question/> by September 2nd, 2022:

Please provide any comments, questions or concerns that you may have about the project, including the route and station options.

PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS: individual concerns

- effects to water table - quality / quantity and to well and nearby flooding issue
- snowmobiles accessing property thinking it's not private - took us 3 years to stop snowmobiles from initially moving in
- existing hay fields - construction path will tear it down → therefore extra cost to feed horses during work and replanting & await growth.
- 2yr planted evergreens will be in way of route - replace?

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PUC Transmission 230 KV Transmission Project

Class Environmental Assessment (EA) Study

PIC #2 Comment Form (August 16th, 2022)

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PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS:

- can the pole be moved closer to road?
- currently shown on a creek (wetland)

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT

NAME:

ADDRESS:

EMAIL:

PHONE:

PREFERRED

For more information, please visit: <https://puctransmissionlp.com/>

PUC Transmission 230 KV Transmission Project

Class Environmental Assessment (EA) Study

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PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS: - would like pole moved west
- west of their house

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT

NAME:

ADDRESS:

EMAIL:

PHONE:

PREFERRED METHOD

For more information, please visit: <https://puctransmissionlp.com/>

PUC Transmission 230 KV Transmission Project

Class Environmental Assessment (EA) Study

PIC #2 Comment Form (August 16th, 2022)

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Please provide any comments, questions or concerns that you may have about the project, including the route and station options.

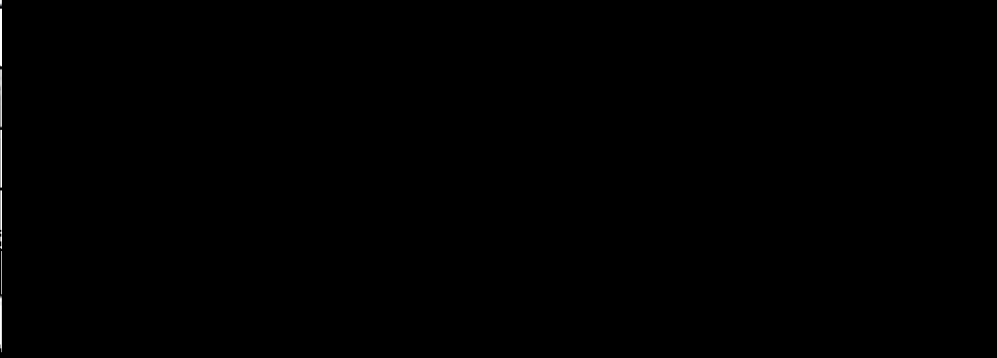
PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS:

- concerned about current impact
to property value
- large property to sell for
future subdivision in rear of current
home.


Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT:

NAME:	
ADDRESS:	
EMAIL:	
PHONE:	

PREFERRED METHOD OF CONTACT:

For more information, please visit: <https://puctransmissionlp.com/>

- Couple living on Wallace Terrace inquired about potential noise impacts from the transformer station. They also inquired whether the trees along Glasgow Ave will need to be removed to accommodate for the station.
 - Resident living west of Goulais is in support of the project due to the impacts the Coal furnace has on ~~the~~ human health.
 - Concerns with both impacts due to the transmission line - mainly EMF impacts.
 - Old Goulais Bay Road \Rightarrow location of pole to be moved a little west or east so it's not on the property line.
- 

PUC Transmission 230 KV Transmission Project

Class Environmental Assessment (EA) Study

PIC #1 Comment Form (May 26th, 2022)

Please drop your completed comment sheet in the box provided or submit online at <https://puctransmissionlp.com/submit-a-question/> by June 9th, 2022:

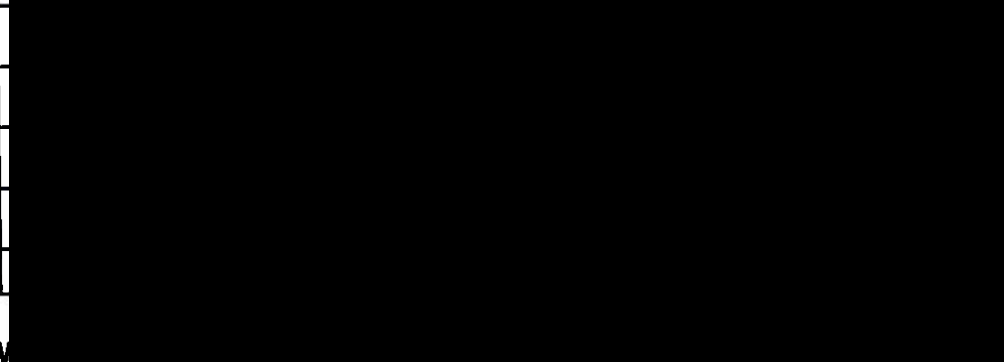
Please provide any comments, questions or concerns that you may have about the project, including the route and station options.

PLEASE CHECK HERE IF A RESPONSE FROM PUC IS NOT REQUIRED ☐

COMMENTS: Can the pole on my
yard be moved closer to the
ditch?

Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT:

NAME:	
ADDRESS:	
EMAIL:	
PHONE:	

PREFERRED METHOD:

For more information, please visit: <https://puctransmissionlp.com/>

Question Report

Report Generated:2022-08-19 9:32

TopicWebinar IDActual Start TimeActual Duration (minutes) # Question

PUC Transmission LP -
230 kV Transmission
Project – PIC #2

884 9196 3936

2022-08-18 17:14

100

7

Question Details #	Question	Asker Name	Asker Email	Answer	Question Time	Answered Time
1	Route is not clearly defined. Do you have foot prints of actual towers?	Massimo Barone	taz_jig@yahoo.ca	live answered	08/18/2022 18:17:47	08/18/2022 18:44:13
2	Your DA does not take into consideration property owners ability to use the surrounding area... (building structure)	Massimo Barone	taz_jig@yahoo.ca	live answered	08/18/2022 18:28:43	08/18/2022 18:46:02
3	I'll send a message	Massimo Barone	taz_jig@yahoo.ca	live answered	08/18/2022 18:47:26	08/18/2022 18:47:45
4	Thank you	Massimo Barone	taz_jig@yahoo.ca	live answered	08/18/2022 18:48:01	08/18/2022 18:49:14
5	Excellent meeting	Massimo Barone	taz_jig@yahoo.ca	live answered	08/18/2022 18:48:58	08/18/2022 18:49:42
6	Thank you	Massimo Barone	taz_jig@yahoo.ca	live answered	08/18/2022 18:50:07	08/18/2022 18:50:14
7	DA stands for decision analysis	Massimo Barone	taz_jig@yahoo.ca	live answered	08/18/2022 18:52:10	
	My mother can't build on that property					
	Thank you					
	It's appreciated					
	Thank you					

Email Inquiry Log - PUC Transmission Environmental Assessment 2022								Colour indicates need for follow-up	
Comment ID#	Date	Name	Email	Telephone	Address	Comments from Caller (by email)	Comments to Caller (by email)	Date Responded and By Who?	Follow Up Required?
E30	18-Aug-22	Robert Cohen	robert.cohen@soofou ndry.ca		215 Drive-In Road a Hi Jad;	<p>I missed over 50% of the Webinar tonight as I just got back from Ottawa at 6:30. I also have not been able to attend any of the open house meetings. Therefore, I did not want to jump in and pose a question. I do think this is a great project both for Algoma Steel, and the Community of SSM. I am getting 2 notices in the mail, and just want to clarify why.</p> <p>-The first one is a property at 215 Drive-In Road in the Industrial Park. This is far away from the new line, I believe, but I suspect we are getting notices because we are in a larger catchment area around the new 3rd line substation?</p> <p>-The second property is at 55 Goulais Avenue, owned by Northern Fluid Power Inc. I have gone on the website and tried with difficulty to print the new transmission line, relative to this property. From what I can tell, the favoured option is over some lots at 55 Goulais Avenue. I know someone from PUC will be calling to meet at a later date, assuming this is true, but I wanted to confirm that I have this location correct. I am sure at the open house there would be larger maps. I was unavailable to attend on all previous dates.</p> <p>Thank you in advance for answering these questions.</p> <p>Robert Cohen Soo Foundry & Machine (1980) Limited</p>	<p>Hello Mr. Cohen,</p> <p>Thank you for your interest in the Class Environmental Assessment for PUC Transmission LP's proposed new 230 kV Transmission line and station in the City of Sault Ste. Marie. We are happy to hear your support for the project.</p> <p>We are glad you were able to attend a portion of the online PIC. If you would like to review the material that you missed, a video recording of the session will be posted online at https://puctransmissionlp.com/ in the next week.</p> <p>Notices for the PICs were mailed to all properties in or around the Study Area, see the project maps for reference: https://puctransmissionlp.com/documents/assets/uploads/files/en/puc_transmission_ea_pic_2_property_maps.pdf. If you own multiple properties within this area, you would have received multiple notices.</p> <p>You are correct that your property at 215 Drive-in Road is not directly impacted but was included as part of the Study Area. You are also correct that your second property at 55 Goulais Avenue will be impacted since the preferred alternative crosses some of those lots. Dominic Parrella, from PUC will be reaching out directly to impacted property owners and provide additional details within the next couple of weeks.</p> <p>If you have any additional questions, please do not hesitate to reach out.</p>	29-August-2022 J. Murtada responded None. as indicated	