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June 29, 2011

Adam Sanzo  
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Ministry of the Environment  
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Dear Mr. Sanzo:

**Re: Proposed Project to  
Build a Hydro-electric Generating Station at the North Bala Falls**

**Summary**

The proponent's October 25, 2010 response to questions from the Ministry of the Environment includes:

- Several statements which are less than truthful (much less).
- Statements that issues would be addressed by other documents (such as the Ministry of Natural Resources *Public Safety Measures Plan*, *Bala Falls Dams*, and the proponent's *Economic Impact Study*). However, now that these documents are available, we can see they in fact do not address these issues. These issues must therefore be considered to still be outstanding.

**Detail: Proponent's Mis-statements**

In an e-mail sent by the proponent's Karen McGhee to Adam Sanzo, dated October 25, 2010, entitled *RE: Bala Falls* (attached), the proponent's replies (to an e-mail sent earlier the same day) are provided in red text. We note several statements by the proponent which are simply not true.

**1) Aesthetics/Rendering of the Project**

The Ministry of the Environment notes the public's concern, but the proponent's October 25, 2010 reply states "*The public comments on the rendering were that it was not exactly to scale.*" **This is not true.** As described below, the proponent knows the widespread and long-standing complaints that the renderings provided (even to date) have inaccuracies, for example:

- a) Years ago I personally spoke with the proponent's project manager about the numerous errors and oversights of the rendering, who replied: "*Mitchell, you're not the first – you're not the tenth person to note this*".
- b) For more than two years we have made our concerns about the proponent's rendering known in detail; by posting a marked-up version (see Figure 1) of the proponent's rendering posted on our web site, presented at District Council meetings (<http://savethebalafalls.com/?p=2583>) at which the proponent was

present, in our comments to the proponent's environmental screening report, and through direct requests to the proponent.

- c) Furthermore, we have clearly stated to the proponent – in person – that our concerns are **not about mere landscaping**. But the proponent's e-mail shows the only input they may accept from the public would be just landscaping (and note that the proponent recently insisted on, and received complete control over the "*membership, mandate, agenda, and presentation material*" for the flow distribution committee and yet they still wrote the MoE to completely ignore the work of this committee – why should the public believe even their landscaping input would be accepted either).

The public needs to know what is **under** the landscaping. For example, at one early point in the project the proponent planned that the proposed station's personnel door would be at the bottom of an exposed stairwell into which trash – and children – could fall.

As we have noted before, for the proponent to mis-state and belittle the public's serious and well-founded concerns about safety and aesthetics is an abuse of the process of consulting the public. Accordingly, such statements from the proponent should be rejected as unacceptable.

## 2) Vibration

Also detailed in our comments to the proponent's environmental screening report is a request for a vibration analysis. The proponent's October 25, 2010 e-mail reply states:

- a) "*This is an engineering issue that is dealt with in the design of the plant*". For the following reasons, this is completely unacceptable.
- It needs to be known in advance that the vibration would be acceptably low. It would be rather too late to allow the construction, then find the vibration is unacceptable, as the proponent could simply then claim that is the best they could do rather than being motivated to actually solve the problem. Furthermore, the proponent should know as early as possible the cost or restrictions due to properly addressing vibration, so this can be included in their construction fundraising and other plans.
  - Vibration analysis is a mature science, as are noise calculations, and such work needs to be done for the proposed project so that proponent can meet its statement that the public look-out would be "*a park-like setting*".
  - The purpose of the environmental assessment is for the **public to know the impacts and mitigation possible in advance** – and not to just start and hope it all works out, which appears to be the proponent's goal.
- b) "*If the project is transmitting vibration that can be felt through its roof ... it would result in damaging our equipment ...*"
- I specifically went to the Fenelon Falls generating station to personally experience the vibration there, as the Fenelon Falls station is of similar construction to that proposed (recently built, a concrete structure on bedrock, with a concrete roof on which there is a public look-out – note however that the proposed Bala station would have a capacity 65% greater than the Fenelon Falls station, so presumably the proposed Bala station would require additional measures to deal with the vibration from larger machinery).
- I can report that there **is most certainly vibration** which can be felt when one is standing on the Fenelon Falls generating station's public look-out while

wearing typical running shoes. In fact, it feels as if one is **standing on a humming factory**.

The proponent has repeatedly stated that their public look-out would be “a *park-like setting*” and “*parkland*”. This is certainly not the perception at Fenelon Falls. Furthermore, while standing on the Fenelon Falls public look-out, the drone of the machinery below **drowns out the sound of the falls** (which had a substantial flow at the time – a full curtain of water along their length).

That is, the proponent’s statements that there would not be any vibration is **absolutely false**.

- The Fenelon Falls station is in an industrial area, with no in-water recreation nearby, and is surrounded by concrete, so perhaps such noise and vibration is acceptable there. But it would not be acceptable for Bala’s as visitors expect a small town, natural shorelines, and the sounds of nature.

c) “*We have discussed this issue at length with Mr. Shnier ...*”

- **This is absolutely false**. Once Karen McGhee told me there would be no vibration and walked away. There has never been any discussion, much as I would welcome it.
- If the proponent would address the issue rather than be unjustifiably dismissive (they are the ones claiming the proposed public look-out would be “a *park-like setting*”), then it would not be necessary to continue to “*bring up this issue*”.

### 3) Construction Impacts

The proponent states “*after the powerhouse is completed we will be burying it and landscaping over top with native plantings*”.

As shown in our February 23, 2011 presentation to the District Municipality of Muskoka’s Engineering and Public Works committee (see <http://savethebalafalls.com/?p=2583>), **this would not be possible** due to the ventilation and cooling requirements (as confirmed by other drawings from the proponent). That the proponent’s renderings overlook such fundamental requirements is worrisome, given their claimed experience with such projects.

## Detail: Issues Found to Not Actually be Addressed Elsewhere

Many of the proponent’s responses in their October 25, 2010 e-mail state that issues are addressed in other reports. However, for the important issues below, this has been found to not be true.

### 1) Public Safety, Risk, and Emergency Response Plan

- a) The proposed project would require specialized training, equipment, and skills for the Ontario Provincial Police, local volunteer firefighters, or other emergency response organizations. Such organizations are therefore stakeholders and need to be consulted to determine the impact (both on their own organizations, and to the proposed project) **as part of the environmental assessment** to ensure this is acceptable to all before approval to proceed is granted.
- b) The proponent notes “*there is currently a public safety study that has been completed by MNR but has not been released yet*”. This document is the *Public Safety Measures Plan, Bala Falls Dams*, and it has now been released. This

document only makes recommendations about safety boom location, fencing, and warning signage. The public's concerns about emergency response and dam failure are not be addressed by that document, and these issues remain unaddressed.

- c) The proponent also notes "*the MNR has recently issued a draft guideline for public safety around dams*", but says of their compliance "*details will be determined during detailed design*". We note the following:
- This guideline is likely "*Technical Guidelines and Requirements for Approval Under The Lakes & Rivers Improvement Act, Volume Three – Life Cycle Management of Dams*", and indeed this describes risk assessment of dams and is very relevant to this proposed project.
  - As noted in our March 14, 2011 e-mail sent to Adam Sanzo of the Ministry of the Environment, the proponent's blasting within 65' of the north dam would certainly **necessitate such a risk assessment**. As the resulting insurance and other financial obligations on the proponent may affect their ability to protect the public's interest, this risk assessment needs to be completed **as part of the environmental assessment**.

## 2) Traffic Management Plan

Again, the proponent makes statements that should not be accepted as stated:

- a) The proponent's traffic planning neglects to include the following:
- For safety reasons, the traffic on Muskoka District Road 169 would need to be stopped each time blasting is detonated. And this blasting would be on-going for months. Also, the queuing and merging of trucks hauling away both the blast rock, as well as the 1,700 trucks of soil excavation (as calculated from the information in Section 5.2.2 of the environmental screening report) would disrupt traffic flow for months.
  - That the speed limit through a construction zone must be reduced.
  - Vehicles would travel over the temporary Bailey bridge at reduced speed, yet the proponent refuses to accept this reality.
- b) There would be traffic delays as there are for any construction project. Yet the proponent states they "believe" no traffic studies are necessary. As with the proponent's deficient noise calculations, if they "feel" that some noise sources won't be significant, or if they here "believe" that traffic will not be congested, then let the math show this through calculations. The proponent's current plan of guessing is not acceptable as the construction detour would be **50 km**. It is therefore crucial to **know** – in advance – (and not just hope and "believe") that traffic would not be a problem. Emergency vehicles, and the entire area's economy depends on this traffic flow.
- c) The proponent states that traffic mitigation measures are addressed in Section 5.3.4.1 of the environmental screening report. This Section only addresses the brief road closures and lane reductions while the temporary Bailey bridge is installed and removed.

The environmental screening report **does not address** the on-going queuing or congestion due to the reduced speed limits and frequent traffic stoppages **during the proposed 18-month construction project**. This is the real issue, yet is completely unaddressed by the proponent.

d) The proponent states that the traffic issue is discussed further in their economic impact study, and carefully studying this study we note:

- This problem is of widespread concern to local business owners.
- The mitigation offered of “*flag persons*” would not relieve or address the issue of congestion and queuing.
- The study somehow concludes that “*there is a significant misunderstanding among many with respect to their perception of the project and the project actually being proposed by SREL*” and “*This misunderstanding is especially evident with respect to their concerns regarding potential disruptions to traffic during the construction period*”.

That is, rather than addressing this issue, the study simply does not accept that a construction project could significantly delay traffic and the authors blame any other perception on a misunderstanding by the public. **This is absurd.** We have all witnessed that a construction projects delay traffic, why do the study authors not accept this.

The economic impact study offers no further response to the public’s well-founded traffic concerns of the proposed project.

In summary, the proponent has not done an analysis of the magnitude and frequency of traffic delays, or of the queue lengths (for example, whether this would **extend to the Highway 38 intersection**, which would dramatically increase the problem). Traffic analysis is an activity that can be done in advance, is important to the area’s safety and economy, and should be completed and evaluated as part of the environmental assessment.

## Conclusions

The proponent makes statements to the Ministry of the Environment which are false.

The proponent avoids answering the actual questions asked by referring to other documents which have here been shown to not answer the actual questions asked.

This contempt the proponent shows for the process and the public is troublesome.

This “proponent-driven process” is out of control and needs more transparency and public response to vet the responses from the proponent.

We again request that this project be elevated to require an individual environmental assessment so the public receives the answers concerning environmental impact and mitigation which the proponent is obligated to provide.

Sincerely,



Mitchell Shnier, P. Eng., on behalf of SaveTheBalaFalls.com

Cc: The Honourable John Wilkinson, Minister of the Environment, JWilkinson.mpp.co@liberal.ola.org  
The Honourable Michael Chan, Minister of Tourism and Culture, MChan.mpp.co@liberal.ola.org  
The Honourable Tony Clement, MP for Parry Sound – Muskoka, Clement.T@parl.gc.ca  
The Honourable Linda Jeffrey, Minister of Natural Resources, LJeffrey.mpp.co@liberal.ola.org  
The Honourable Brad Duguid, Minister of Energy and Infrastructure, BDuguid.mpp.co@liberal.ola.org



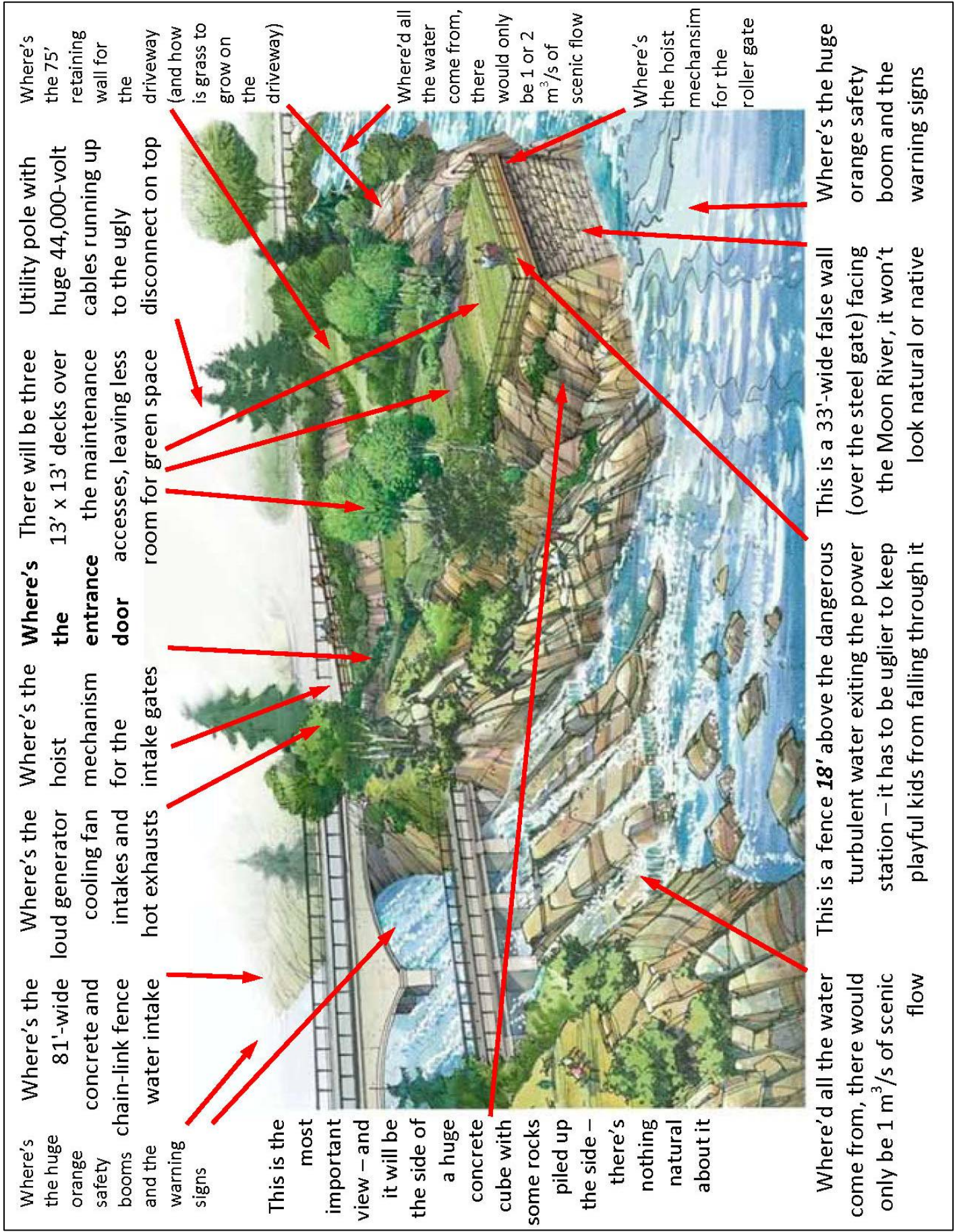


Figure 1 – Rendering Inaccuracies

**Sanzo, Adam (ENE)**

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**From:** KMcGhee MKE [kmcghee@m-k-e.ca]  
**Sent:** November 18, 2010 10:26 AM  
**To:** Sanzo, Adam (ENE); 'King, Larry'  
**Cc:** Harrison2, Michael (ENE); Dixon, Millicent (ENE); Taylor, Steve (MNR)  
**Subject:** RE: Bala Falls  
**Attachments:** Re: Bala falls - cooling water; David Flett Summary Document sent.pdf; Pages from Section 5 - Effects Assessment & Mitigation during Construction.pdf; Pages from Section 6 - Effects & Mitigation during Operation-2.pdf

Adam:

Have you reviewed the ESR sections 6.2.3 and 6.2.4.3, 5.2.2.6, 5.2.4 , 5.2.6.1 through 5.2.6.4 as provided attached?

These sections go into this issue in more detail than what you are quoting. I am assuming that Hatch was referring to those regulations that are discussed in these sections i.e. General Waste Management Regulation (Ont. Reg. 347) under the Environmental Protection Act, a C of A for Industrial Wastewater Discharge under Section 53 of the OWRA for the operation of an oil-water separator, disposal of hazardous waste will be disposed of at a registered landfill site in accordance with MOE transport and disposal regulations, MOE C of A for Industrial sewage etc.

In addition, on October 25th, I sent you the attached responses to David Flett with respect to cooling water contamination.

I am not sure what more MOE would require with respect to this issue. Note that the amount of hazardous materials at a hydro site are minimal (really just some lubricants for the machines and possibly some diesel for the backup generator). As stated in all of these attached documents, small quantities of these types of materials are easily stored in approved and well proven storage containments systems. In addition, the whole powerhouse will have its own internal drainage system around its internal perimeter walls (as described in the ESR) that will drain to a oil separator system to ensure spills don't go beyond the powerhouse.

Regards,  
 Karen McGhee, P.Eng.  
 p: 905-331-9692

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**From:** Sanzo, Adam (ENE) [mailto:Adam.Sanzo@ontario.ca]  
**Sent:** November-18-10 9:56 AM  
**To:** KMcGhee MKE; King, Larry  
**Cc:** Harrison2, Michael (ENE); Dixon, Millicent (ENE); Taylor, Steve (MNR)  
**Subject:** RE: Bala Falls

We will be calling shortly when Michael gets in

I am still not entirely satisfied with the following statement, which was used to address the issue with water pollution:

By regulation, the containment systems must have capacities larger than the volume of fluids contained in the transformer. In the unlikely event

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that there were to be leakage, these containment systems will prevent any spilled fluid from reaching to the water. Government agencies are responsible for ensuring that the equipment meets the correct standards for proper containment.

Which "regulation" and which "Government Agencies". I have not yet received an answer to these questions, nor did the response below that was discussed in our teleconference satisfy my inquiry.

Please advise.

Thanks,

**Adam Sanzo**

Project Evaluator

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**From:** KMcGhee MKE [mailto:kmcghee@m-k-e.ca]

**Sent:** November 18, 2010 9:38 AM

**To:** Sanzo, Adam (ENE); 'King, Larry'

**Cc:** Harrison2, Michael (ENE); Dixon, Millicent (ENE); Taylor, Steve (MNR)

**Subject:** RE: Bala Falls

Here is a link to it.

[http://www.mnr.gov.on.ca/stdprodconsume/groups/lr/@mnr/@water/documents/document/stdprod\\_069406](http://www.mnr.gov.on.ca/stdprodconsume/groups/lr/@mnr/@water/documents/document/stdprod_069406).

I still have not heard back from MOE as to what the status of the review is. Could someone please call me. I have left numerous messages with Michael.

Regards,

Karen McGhee, P.Eng.

p: 905-331-9692

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**From:** Sanzo, Adam (ENE) [mailto:Adam.Sanzo@ontario.ca]

**Sent:** November-18-10 9:32 AM

**To:** KMcGhee MKE; King, Larry

**Cc:** Harrison2, Michael (ENE); Dixon, Millicent (ENE); Taylor, Steve (MNR)

**Subject:** RE: Bala Falls

As mentioned below, would it be possible to provide me a copy of the "MNR draft guidelines for public safety around dams" that SREL has indicated they will be committing to with regards to public risk and emergency response plans.

Thank you,

**Adam Sanzo**

2011/02/16



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**From:** KMcGhee MKE [mailto:kmcghee@m-k-e.ca]  
**Sent:** October 25, 2010 6:59 PM  
**To:** 'King, Larry'; Sanzo, Adam (ENE)  
**Cc:** Harrison2, Michael (ENE); Dixon, Millicent (ENE)  
**Subject:** RE: Bala Falls

see below in red

Regards,  
 Karen McGhee, P.Eng.  
 p: 905-331-9692

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**From:** Sanzo, Adam (ENE) [mailto:Adam.Sanzo@ontario.ca]  
**Sent:** October-25-10 2:15 PM  
**To:** King, Larry; kmcghee  
**Cc:** Dixon, Millicent (ENE); Harrison2, Michael (ENE)  
**Subject:** Bala Falls

Hello Karen, Larry:

Prior to our discussion tomorrow morning re: the review of the elevation requests, I have a few questions that you can review and we can discuss in detail tomorrow. I have reviewed the original responses to the elevation requests, and require the following additional information:

- the issue with Public Risk- the response states that a public risk management plan will be prepared during detailed design. Is this still the case, or is more information currently available indicating the potential locations of fences, signs, etc. There is currently a public safety study that has been completed by MNR but has not been released yet (we are awaiting it eagerly). It is believed that MNR has already studied what is required for this site with respect to public risk management, as they are the current dam owners/operators. We assume that they will be incorporating what they believe is required for their dams over the next few months. Any additional measures needed for our plant specifically would need to be evaluated after that report becomes available to us. That said, the MNR has recently issued a draft guideline for public safety around dams. SREL is committed to complying with these guidelines and actual details will be determined during detailed design. It is our hope that these MNR guidelines will be finalized before we start construction. Note that this is also outlined in section 6.3.2 of the ESR document.

Furthermore, Transport Canada has reviewed the project from a navigational safety view and made its comments available to MOE, stating that the proposed safety booms are reasonable.

- the public had several issues with aesthetics/rendering of the Project. Is there any additional renderings of the final design, or are there any plans to create updated renderings for the public to view. Please advise, as an updated rendering, especially in this period of intense public scrutiny, may be beneficial for Swift River. The public comments on the rendering were that it was not exactly to scale. Renderings are rarely perfect. Ours indicated the basic concept for the final design of the landscaping, however, as stated before (ESR section 6.3.5.3), we will be forming a public advisory committee, with the help of a landscape architect to do work out the final details of the park above the powerhouse during detailed design. Please see attached the recent ads we put in the local newspapers over the last month that show the renderings that we have completed along with an aerial view of the

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site. I do not believe that we can do more on renderings at this time given the above.

- the Vibration issue- the response states that there will be no vibration from the top of the facility. No further information is given. This response is too vague. Please provide additional information/explanation, using appropriate data/standards/studies currently available. This is an engineering issue that is dealt with in the design of the plant. If the project is transmitting vibration that can be felt through its roof and the proposed topsoil, it would result in damaging our equipment and hence be counterproductive to our operations. We have discussed this issue at length with Mr. Shnier who continues to bring up this issue regardless of what he is told. Controlling potential vibration is integral to the basic design and operation of a hydro station. Every engineering means possible is taken to eliminate potential vibration at its source for these types of projects. Furthermore, the turbine and generators will be rotating pieces of machinery, as opposed to reciprocating, and therefore, inherently have considerably less vibration. As an aside, I was at a site one time where the proponent was able to balance a quarter on its end on top of the turbine to illustrate the lack of vibration from the equipment.

- Groundwater pollution- the quote "Government agencies are responsible for ensuring that equipment meets correct standards for proper (spill) containment" is inadequate for a response to the issue raised. Please provide information as to who is responsible, which standards the equipment is to adhere to, etc. It is assumed that you are discussing the comment made on pollution during the operations period. Groundwater pollution during operations is discussed in section 6.2.3 of the ESR provides a more detailed response to this issue.

If your question was regarding during the construction period - this issue was dealt with in section 5.2.4 of the ESR.

- Also please provide more information on cooling water and its function for the project. Please find attached detailed responses we gave Mr. Flett regarding the cooling water issue that should address this issue.

- Traffic Management Plan- SREL says that talks are underway with Township of Muskoka Lakes to develop measures to alleviate impacts  
Need more info- any traffic studies completed? potential traffic delays, mitigation measures, status of discussions with Township, etc. The traffic mitigation measures have been summarized in the ESR, Section 5.3.4.1. We have not completed any traffic studies nor do we believe they are necessary. We are proposing to have all lane reductions and road closures during the off season. Traffic delays during the lane reductions, in the off season will be similar to a traffic light delay. The Township has suggested incorporating signage and media warning to the public prior to any lane reductions or road closures. We are committed to having flag persons and/or temporary traffic signals to maintain traffic during these periods. This issue is discussed further in the economic impact study that should be ready this week.

- has an emergency response plan (indicated in the responses to the issues raised) been prepared/underway/completed. Please advise. The emergency response plan is generally done in coordination with the detailed design as part of the Lake and Rivers Improvement Act requirements for MNR. I believe this issue was brought up from a public safety standpoint with respect to swimmers etc., (as opposed to a flood etc.). in this respect, we will be providing signage with emergency contact number to the operators to ensure we can shut the plant down and direct the call to 911 as well as life preservers available for people to use for rescues. Again, some of these measures are outlined in the MNR's draft safety guidelines for dams and SREL are committed to following these guidelines.

Section 6.5 also deals with Accidents and Malfunctions of the project.

- Electricity demand- although we are aware that the Project will provide renewable energy, is there any data to support that the Project is warranted at the present time- any electricity demand data/

locations/figures, etc. --just stating that the project will provide electricity to meet current and future demand is not entirely adequate for a response. Based on statements made on the Ministry of Energy website, demand for electricity will be relatively flat for the next few years, however, the challenge for Ontario is choosing the right mix of generation sources to meet that demand. Ontario has stated that it intends to phase out all coal generation by 2014 (the single-largest climate change initiative in North America). To do that the current coal capacity must be replaced by other sources. Ontario's Green Energy Act builds on this government initiative by supporting that the bulk of this should be replaced by renewable energy such as waterpower. Furthermore, the fact that this project has received a 40- year FIT Contract for its energy is proof that the Ontario Power Authority is in agreement that the power from this project is required to support the province's demand. I suggest MOE talk to the Ministry of Energy or Ontario Power Authority if more info on this issue is required..

- Construction impacts- SREL states it will minimize impacts due to construction as much as possible- no detail

- construction mitigation plan- vegetation removal mitigation- says will be completed during detailed design- is this still the case or is more information available As stated in item 56 of the elevation response summary provided to Kristina Rudski, we state that vegetation removal during construction is inevitable, however, after the powerhouse is completed we will be burying it and landscaping over top with native plantings. The current vegetation at the site is not old growth, it is secondary growth that has grown since the construction of the highway. Section 5.1 of the ESR outlines the construction activities and section 5.2 outlines the effects and mitigation of the construction in fairly explicit detail for this stage of the process including the amount of vegetation to be cleared and what type it is.
- relocating municipal sewage/water pipes during construction- need more detail/info as stated in section 5.3.10.2 of the ESR we will need to relocate 3 utility lines for the construction of our intake. This work will be coordinated with the District of Muskoka and initial discussions have already occurred with the District, as well as them supplying us with drawings of these lines. This is a municipal issue that is easily dealt with and will not result in discontinuance of the municipal services, only a slight relocation. The District will be issuing approvals for this work after the design stage is complete, but does not currently see any issue here.

OPG/SREL discussions/commitments- response states that discussions with OPG to ensure how plants can be operated in conjunction to ensure MRWMP requirements are met

- need updated status/documentation of discussions OPG has asked for a number of commitments by SREL to ensure that their operations are not affected by the new plant. These discussions are still ongoing, however, as indicated in the attached email chain with Joan Frain of OPG, all items have been agreed to by both parties with the exception of cycling the plant during extreme low flow events. This request is beyond what OPG currently experiences, however, SREL are willing to consider this request, but has requested to defer official approval of this until such time as the agencies have made a decision on our proposed minimum flow values, that will ultimately be included in the Water Management Plan amendment with MNR. In other words, I believe we have satisfied OPG's requirements to not affect their downstream operations by agreeing to all but one of their requests, and we are still in discussions about the final request that is an issue that could be of benefit to both parties. If this request is ultimately denied by SREL, OPG will not be negatively affected by the decision, they would just not be positively affected by it in relation to current conditions. We are waiting for decisions by the agencies prior to making this final commitment to OPG.
- IN ADDITION, WE WILL BE DISCUSSING THREE MAJOR OUTSTANDING CONCERNS:

1. POTENTIAL RELOCATION/MODIFICATION OF PROJECT BACK TO OPTION 1- IMPLICATIONS TO PROJECT REVIEW
2. DFO ISSUES/POSSIBLE AMENDMENT TO PROJECT- IMPLICATIONS ON REVIEW
3. FIRST NATION/ABORIGINAL/AGENCY CONSULTATION
  - A) MNO MEETING UPDATE The previously planned meeting was cancelled/postponed by the MNO and has not yet been rescheduled. We are awaiting them to contact us with a new date. In the meantime we have sent the appropriate MNO offices official notice of the project and requested comments. A copy of the letters sent was emailed to MOE (Adam S.)
  - B) MOE REQUIRES ALL DOCUMENTATION WITH IDENTIFIED ABORIGINAL GROUPS DURING PLANNING OF PROJECT, AND ALSO CORRESPONDENCE TO GOVT AGENCIES RESPONSIBLE FOR ABORIGINAL CONSULTATION- MINISTRY OF ABORIGINAL AFFAIRS, INDIANS AND NORTHERN AFFAIRS CANADA (IF APPLICABLE)- DOCUMENTATION ITSELF (LETTERS, EMAILS, ETC) NOT IN ESR (SHOULD BE)- JUST RECORD/TABLE OF CORRESPONDENCE Actual correspondence has not been included in the ESR for privacy concerns. However, we will compile it and forward to MOE for its records.

If you have any additional questions prior to our teleconference, feel free to ask me.

Thanks,

**Adam Sanzo**  
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