Longwood to Lakeshore Project

Spring 2025
Virtual Open House

Virtual open house

- Initial route alternatives, including variations
- October 2024 route refinements
- Preferred route
- Evaluation process
- Evaluation results
- Landowner and community engagement
- Project development timeline
- Discussion

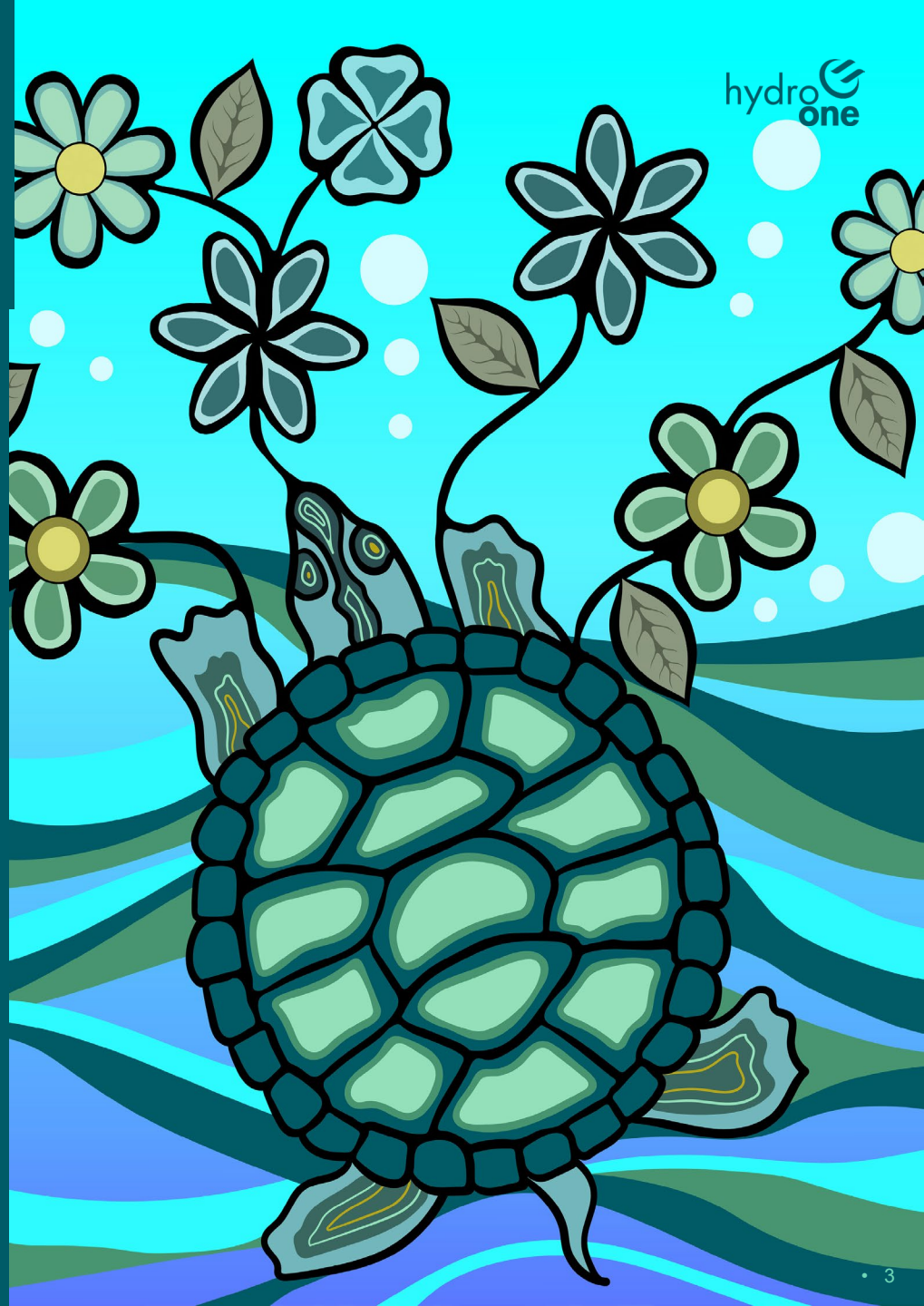
Land acknowledgement

Hydro One acknowledges that we are on the traditional territory of the Mississaugas, the Anishinabek, the Haudenosaunee and the Huron-Wendat Nations.

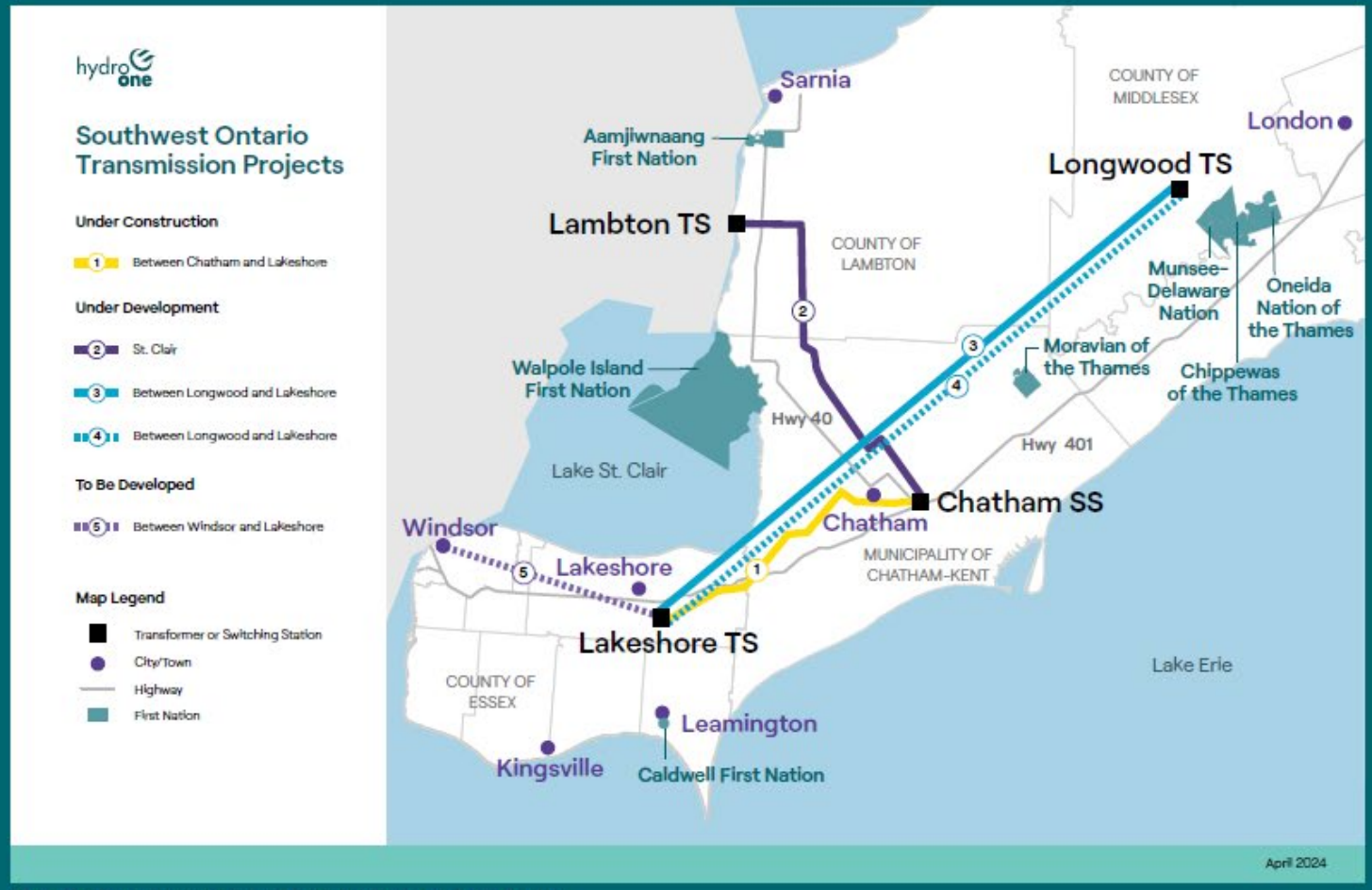
Hydro One also acknowledges that these lands are covered by Treaty 13, signed with the Mississauga of the Credit First Nation, and the Williams Treaties.

We also acknowledge that the major projects it is proposing to build in the southwest, are on the ancestral lands of the Anishinaabe, which are now home to many diverse people.

We are all Treaty People and with a commitment to friendship and our pursuit of reconciliation, we are thankful to be welcomed on these lands as partners to energize our futures together.



Electricity needs in southwest Ontario



For illustrative purposes only and not reflective of preferred routes.

Project Overview

hydro one

Longwood to Lakeshore Project

Map Legend

- Transformer Station (TS)
- Route 1 (A/B Core Alignment)
  - Route 1A
  - Route 1B
- Route 2 (A/B Core Alignment)
  - Route 2A
  - Route 2B
- Route 3 (A/B/C Core Alignment)
  - Route 3A
  - Route 3B
  - Route 3C
- All Routes (1A/1B/2A/2B/3A/3B/3C)
- Local Study Area (500 m buffer on either side of the route alternatives)
- Existing Transmission Line
- Highway
- Municipal Boundary
- Waterbody
- First Nation
- Built Up Area

Note: With the exception of the section of Route 3 shown in inset 1, each route represents two transmission lines with parallel alignments. Each line has an assumed 60m right of way, pending detailed engineering.

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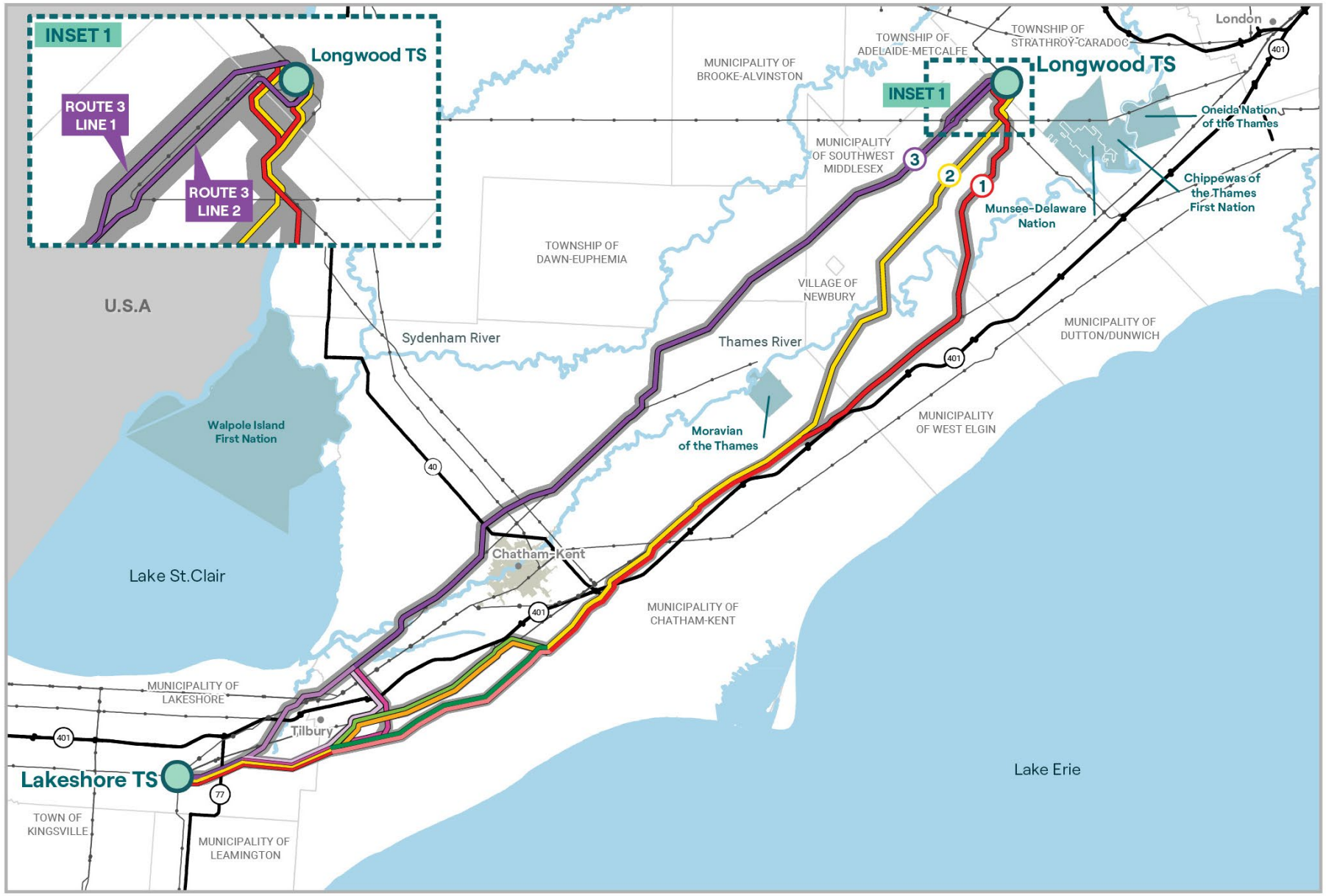


Note: Please visit our online interactive map for a more detailed view and to provide your feedback: **HydroOne.com/Longwood-to-Lakeshore.**

Class Environmental Assessment

Ongoing Engagement

Steps of a Class EA

- Engage with Indigenous communities, the public, municipalities, interest groups and government agencies
- Collect environmental information
- Identify and evaluate route alternatives
- ★ Select a preferred route
- Identify potential environmental effects and mitigation measures
- Prepare a draft Environmental Study Report (ESR) that will be made available for a 30-day public review and comment period
- Submit the Final ESR

For more information, see **HydroOne.com/ClassEA**

Evaluation process and example criteria

A thorough and transparent route evaluation process was undertaken, which incorporated desktop data, environmental field studies, research and feedback received regarding the advantages and disadvantages of each option.

The preferred route best balances the four evaluation categories.

Categories

Socio-Economic Environment

Natural Environment

Indigenous Culture, Values and Land use

Technical and Cost

Examples

Socio-Economic Environment

- Agricultural resources and operations
- Residential properties
- Business, recreational and other land uses
- Impacts on areas of cultural heritage value

Natural Environment

- Wildlife habitat
- Species at Risk
- Wetlands, vegetation, natural hazards and floodplain areas

Indigenous Culture, Values and Land use

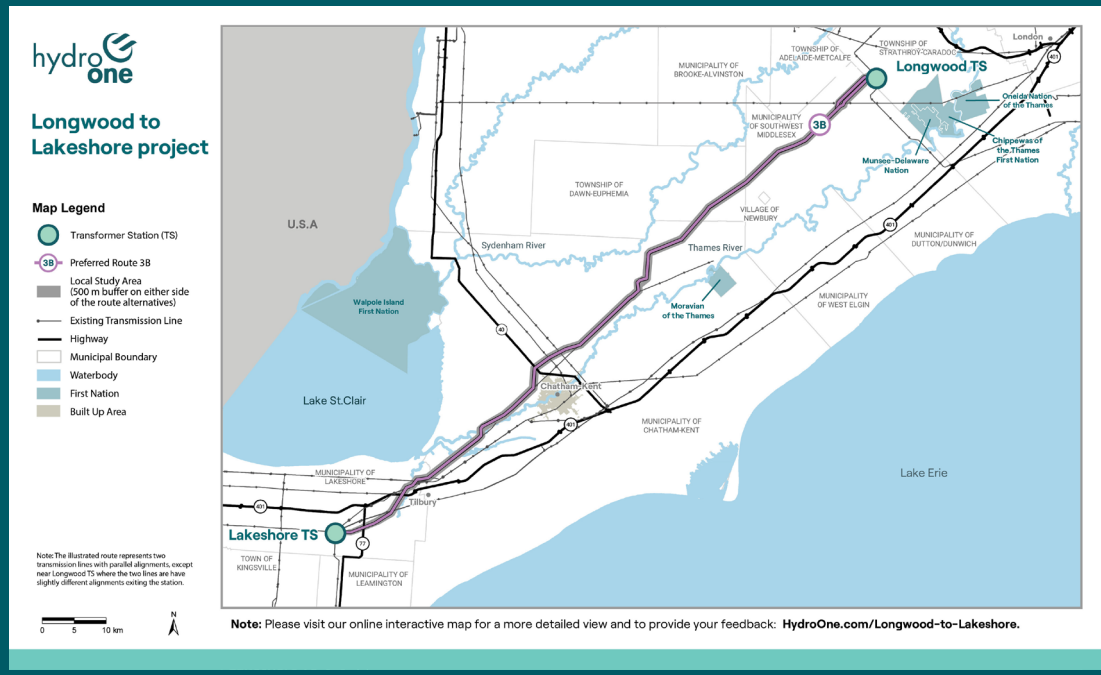
- Areas that support hunting, trapping and/or harvesting grounds
- Areas that support fish bearing waters with identified or inferred habitat of game species
- Effects to rare, undisturbed native habitats or ecosystems

Technical and Cost

- Line length and angles
- Crossing of existing infrastructure
- Real estate and land rights considerations
- Construction complexity

Evaluation highlights

- The preferred route maximizes the re-use of existing transmission corridors
- Route 3B requires the least amount of land for the project.
- The preferred route minimizes impacts on residential properties.
- Route 3B involves the least potential disruption to species at risk and their habitats, smallest amount of vegetation removal, and lowest impact to surface water resources.



Natural environment

Route 3B scored the best overall in the natural environment category, as it:

- Minimizes short- and long-term vegetation impacts. Fewer trees and other vegetation are expected to be removed for safe construction and operation of the line.
- Is least impactful to surface water resources and aquatic habitats.
- Has lower potential effects to species at risk and other species of conservation concern and their habitats.

Socio-economic environment

Route 3B scored best overall in the socio-economic category, because it:

- Maximizes the re-use of existing transmission corridors.
- Has the least impact on residential and commercial properties.
- Interacts least with potential archaeological and cultural heritage areas.

Indigenous culture, values and land use

Route 3B scored best in the Indigenous culture, values and land use category, because it:

- Has the lowest potential effect on native/rare species and their habitats.
- Crosses less areas that support fish bearing waters.

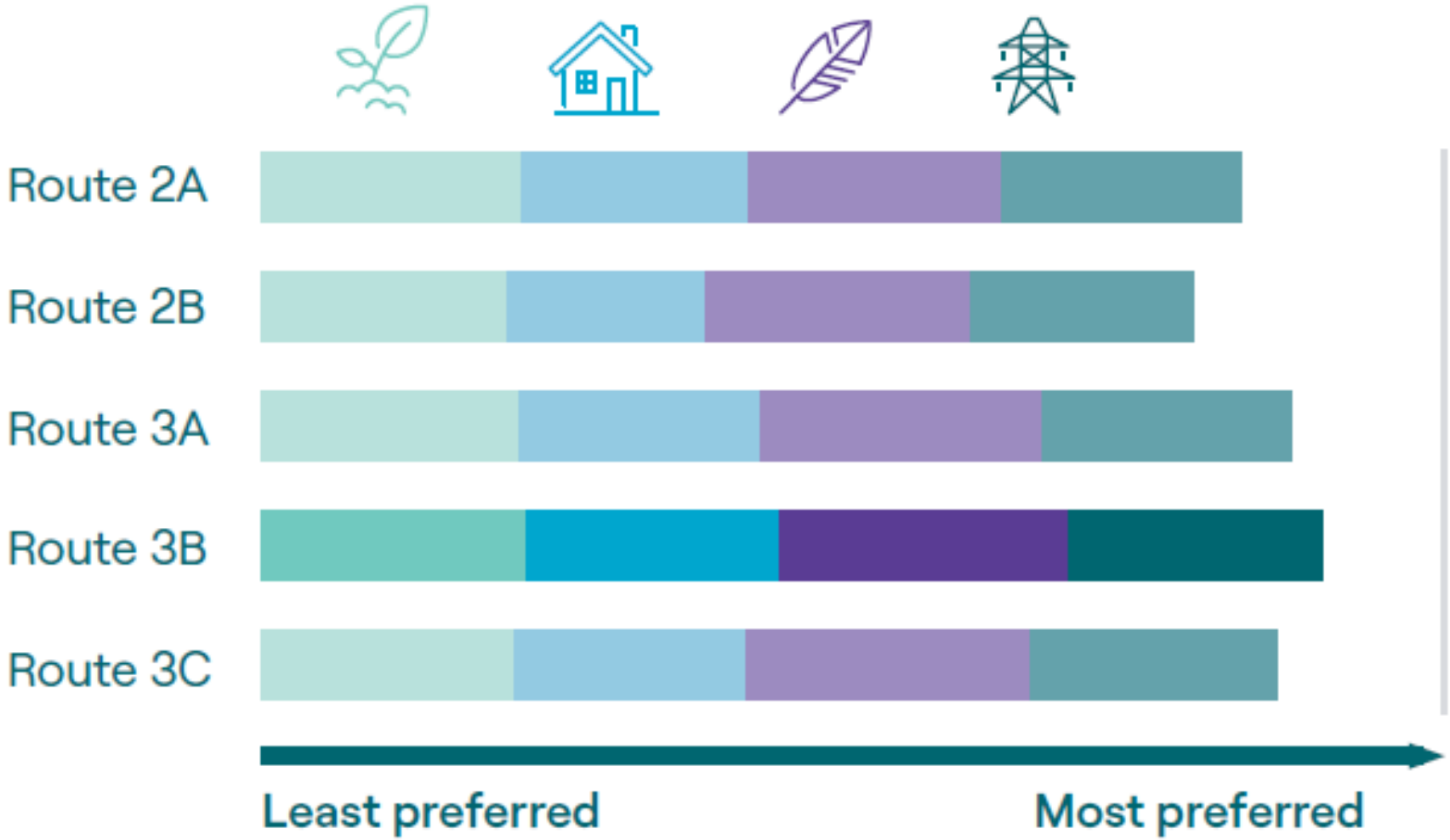
Technical and cost

Route 3B scored best overall in the technical and cost category, because it:

- Maximizes the re-use of existing transmission corridors.
- Has the least impact to active industrial and commercial facilities.
- Has the fewest angle (turning) structures
- Has the shortest line length, which will result in lower material costs and hectares of land impacted.

Overall evaluation

The evaluation concluded **Route 3B** has overall more advantages compared to the other route alternatives identified through the environmental assessment.



Working with property owners

Our goal is to secure voluntary property agreements, which would allow Hydro One the ability to construct, operate and maintain the transmission line.

Property owner choice
Property owners have the choice between an easement or purchase

Independent valuations
Offers are based on site-specific reports from independent third-party appraisers

Incentives
Monetary incentives will be offered in addition to market value compensation for voluntary property rights

Construction: mitigation of physical property damages
Property owners will be reimbursed for project related losses such as out of production cropland during and after construction

Project development timeline*

Ongoing Engagement

2023
Initial open houses, data collection and development of route alternatives

March - April 2024
Notice of Commencement of Class EA, release of route alternatives and open houses

2024
Consultation and data collection in support of EA

May 2025
Selection of preferred route

Mid- to late-2025
Release the Draft Environmental Study Report (ESR) for review and comment

Early 2026
Submit Final ESR and complete the Class EA process

2025 - 2026
Completion of detailed design and other permits and approvals, including Leave to Construct (Section 92) approval from the Ontario Energy Board

2027
Start of construction on Line 1

2030
Line 1 in service

Line 2 construction and in-service date will be determined upon further planning by the IESO

*Timelines are subject to change

**Leave to Construct under Section 92 of the Ontario Energy Board Act is a regulatory process to obtain approval from the Ontario Energy Board to build and operate a transmission line.

Contact us

As the Class EA progresses and project design advances, we are committed to sharing detailed information and ensuring engagement at every stage of the project.

Our team is available to discuss inquiries and concerns from the community.

1.877.345.6799

Community.Relations@HydroOne.com

For the most up-to-date project information, visit our project website:
HydroOne.com/LongwoodtoLakeshore

Your questions

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Community Relations

Nandu Gopalakrishnan
Project Delivery

Paul Dalmazzi
Environmental Services

Kelly Williams
Indigenous Relations

Kyle Ellis
Real Estate

Thank you

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