



# WELCOME

## WAASIGAN TRANSMISSION LINE PROJECT

## COMMUNITY OPEN HOUSE

[HydroOne.com/Waasigan](https://HydroOne.com/Waasigan)

hydro  
one in partnership with:



Lac Des Mille Lacs First Nation

# HYDRO ONE'S ROLE IN THE SYSTEM

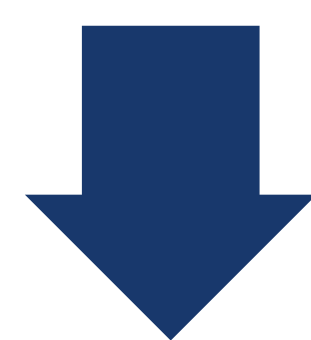
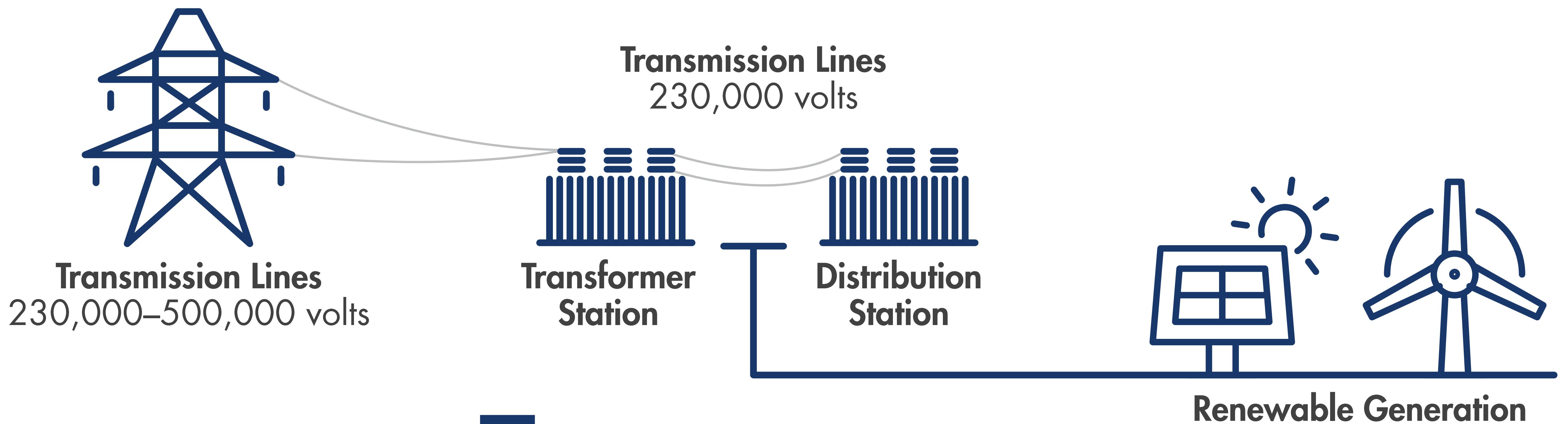
Across the province, Hydro One builds, owns, operates and maintains the electricity transmission and distribution facilities that bring power to homes and businesses.



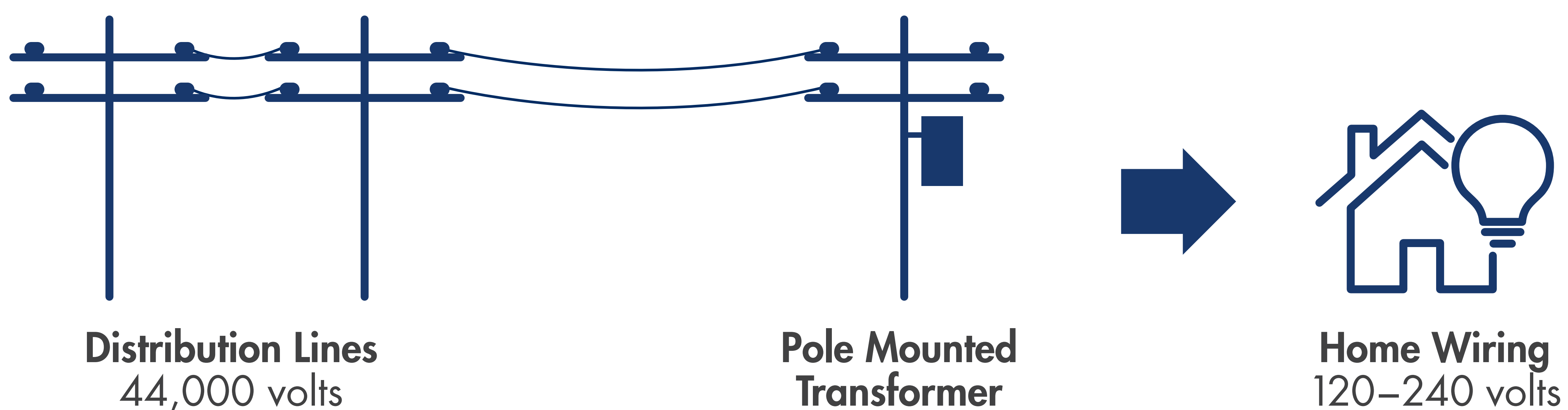
## ONTARIO POWER GENERATION AND PRIVATE GENERATION COMPANIES



## HYDRO ONE OR LICENSED TRANSMITTER



## HYDRO ONE OR LOCAL DISTRIBUTION COMPANY



# EQUITY-SHARING PARTNERSHIP



Hydro One and nine First Nations have entered into a partnership that offers the First Nation partners an opportunity to make up to a 50% equity investment in the Waasigan transmission line.

This partnership is a progressive step to increase opportunities for First Nations as we build the electricity grid of the future.

The partnership is comprised of:



In partnership with:



[HydroOne.com/Waasigan](https://HydroOne.com/Waasigan)

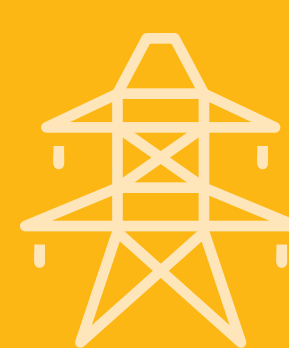
# WHAT IS THE WAASIGAN TRANSMISSION LINE?



- The Waasigan project was identified by the Independent Electricity System Operator (IESO) to support regional growth in northwestern Ontario. The Project is within the traditional territories of the Treaty #3 and Robinson-Superior First Nations, and traverses the Northwestern Ontario Métis Community and Northern Lake Superior Métis Community.

The project consists of developing and building:

- a double-circuit 230 kilovolt (kV) transmission line between Lakehead Transformer Station (TS) in the Municipality of Shuniah and Mackenzie TS in the Town of Atikokan (Phase 1, in-service 2025).
  - a single-circuit 230 kV line between Mackenzie TS and Dryden TS in the City of Dryden (Phase 2, in-service date to be determined by the IESO).
  - upgrades to the existing transformer stations, all within Hydro One's property.
  - at Mackenzie TS, the existing transmission line to the west of the station will require reconfiguration and will be split from one set of structures, into two, for approximately 1 km out of the station.
- In March, 2022 we began a comprehensive environmental assessment for the Project under the Ontario *Environmental Assessment Act*.





# REGIONAL BENEFITS

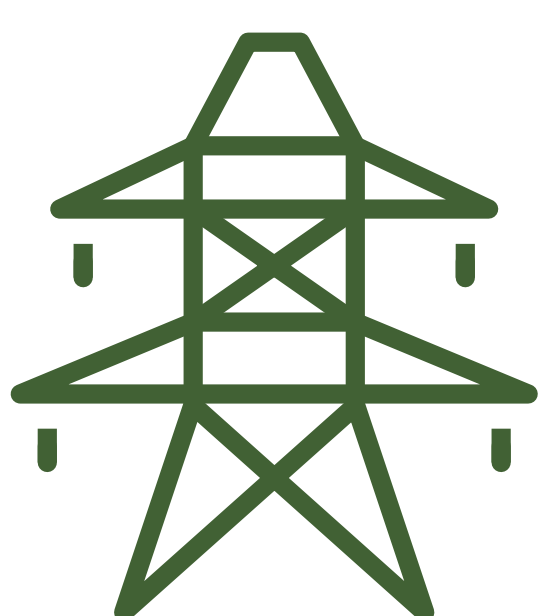
As industry and communities continue to grow, so does the need for more electricity. The new line will support the region by:



Supporting economic growth in sectors like mining and forestry.



Improving reliability by reinforcing the back-bone of the grid.



Connecting more people and industry by adding enough energy to power a city twice the size of Thunder Bay.



Creating participation and partnership opportunities with Indigenous communities.





# STEPS OF THE ENVIRONMENTAL ASSESSMENT

A comprehensive environmental assessment is designed to consider feedback, as well as potential environmental effects before decisions are made about proceeding with a project.

## Issue a Notice of Commencement

Conduct desktop and field studies to determine baseline environmental conditions and field baseline information to describe the existing environment

Evaluate alternative routes to select a preferred route

Identify and assess potential environmental effects and mitigation measures

Develop a monitoring framework considerate of the entire project lifecycle

Public review of the draft environmental assessment report

Submit the final environmental assessment report to the Ministry of the Environment, Conservation and Parks for a decision





# ENGAGEMENT TO DATE

We are committed to ongoing engagement with communities. Your input has played an important role in the environmental assessment.

## Community outreach:



**10 Open Houses**



Directly heard from more than **1,000 community members**



**43** notices, newspaper, radio and social media ads **and an online survey** across the region

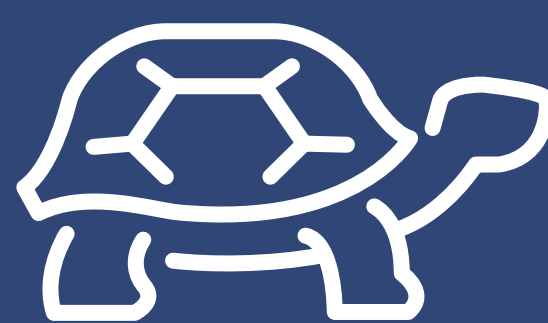


Regularly met with local elected officials and regional leaders

## What we've heard



Follow existing transmission corridors and highways



Protect species at risk and their habitat



Avoid residential areas, as much as possible



Incorporate Indigenous Knowledge



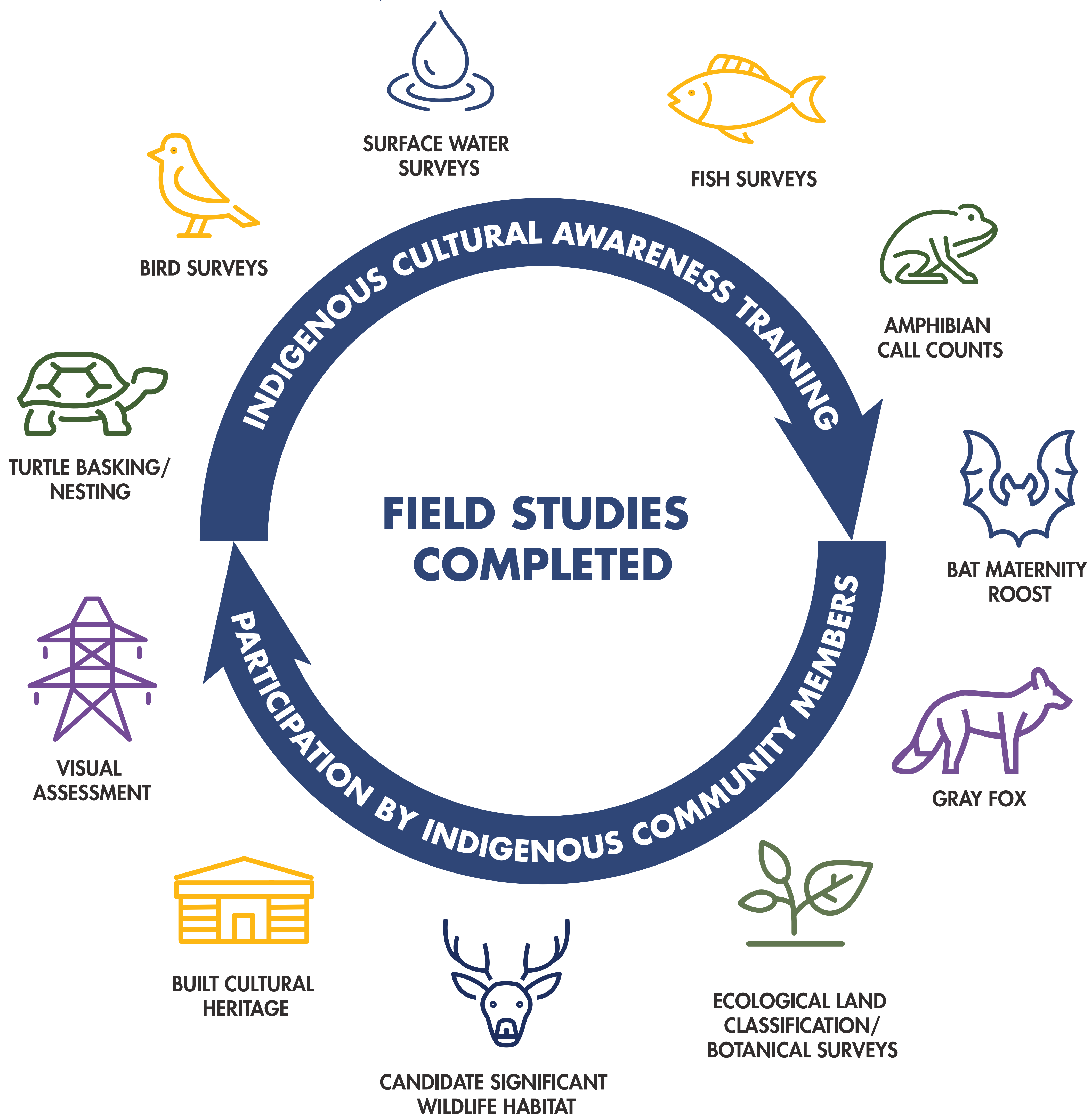
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# 2022 FIELD PROGRAM

Field studies were completed to inform the alternative route evaluation and understanding of Project effects.



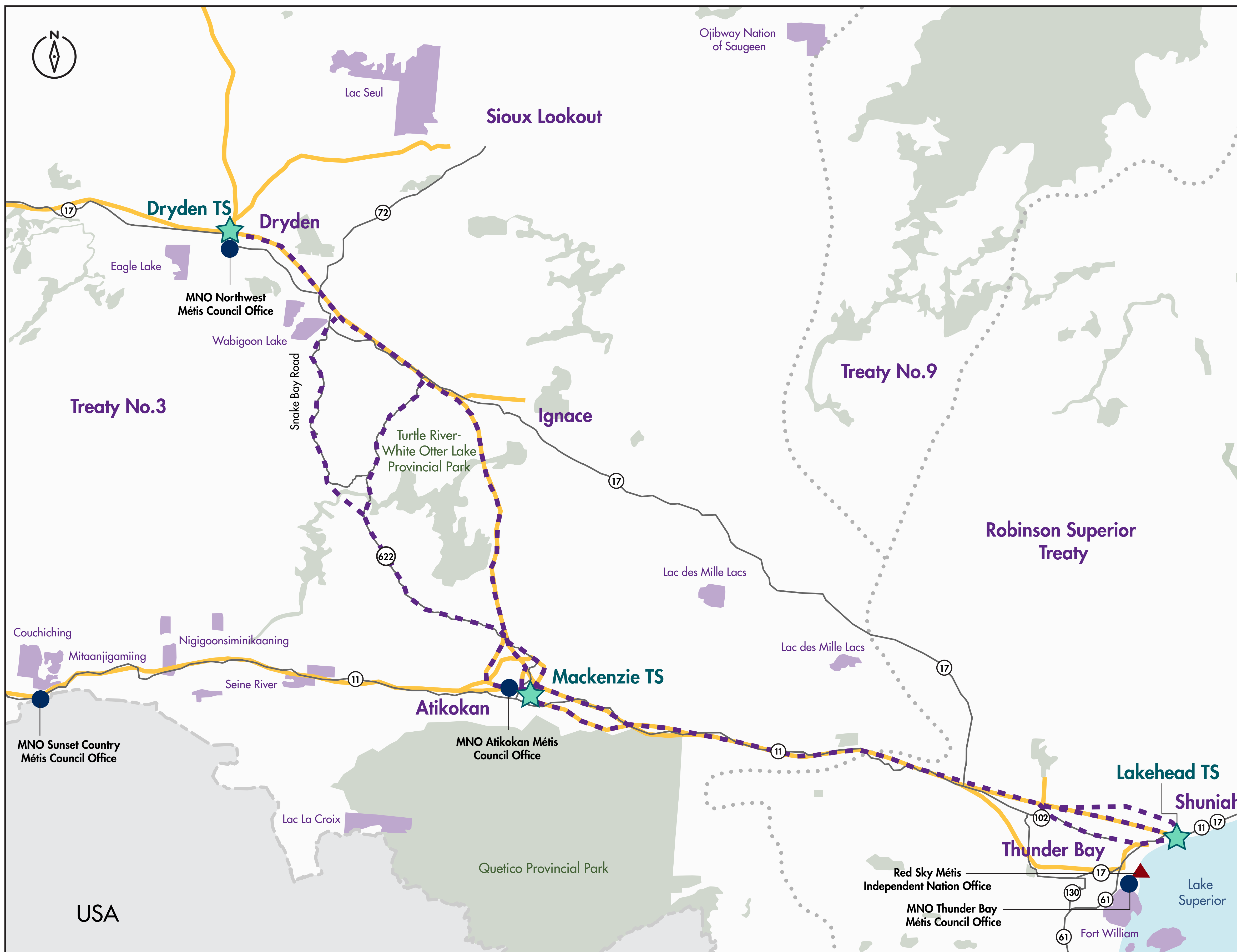
More than 1,200 site visits were completed with field crew members and monitors from several Indigenous communities for the following surveys:















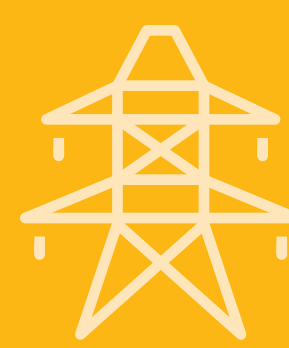
# WHAT ROUTES WERE ASSESSED?

We sought feedback and completed studies to identify and assess viable route alternatives, as shown on the map.



## Map Legend

-  Existing Transformer Station (TS)
-  Alternative Routes
-  Existing Transmission Line
-  Highway
-  International Border
-  Red Sky Métis Independent Nation Office
-  Métis Nation of Ontario (MNO) Council Office
-  Treaty Boundary
-  First Nation Reserve
-  Provincial Park



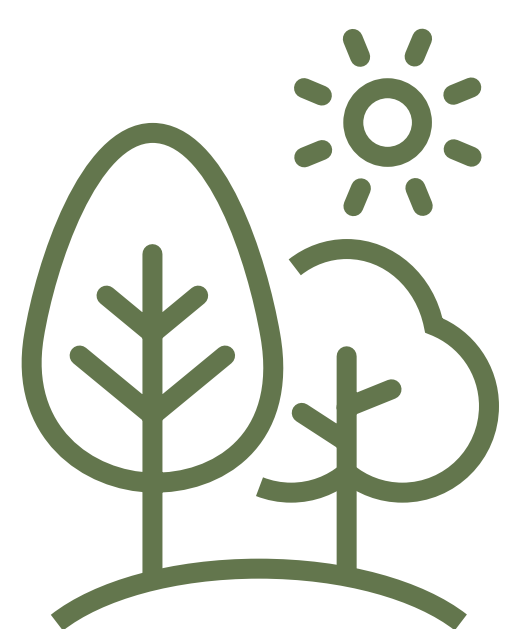


# HOW WAS A PRELIMINARY PREFERRED ROUTE IDENTIFIED?

All routes considered for the new line were assessed and compared within four geographic areas, to understand the advantages and disadvantages of each alternative.

- Section 1: Thunder Bay Area
- Section 2: Thunder Bay to Atikokan
- Section 3: Atikokan Area
- Section 4: Atikokan to Dryden

The identified preliminary preferred route is the overall most preferred alternative based on an evaluation of different criteria from the following categories:



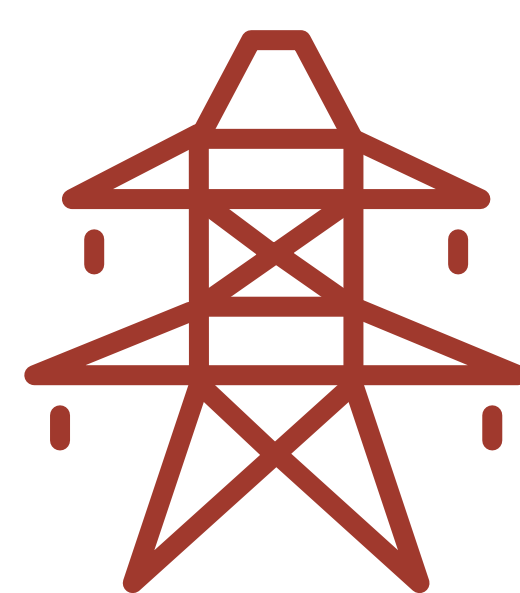
**Natural Environment**



**Indigenous Culture, Values and Land Use**



**Socio-Economic Environment**



**Technical and Cost**

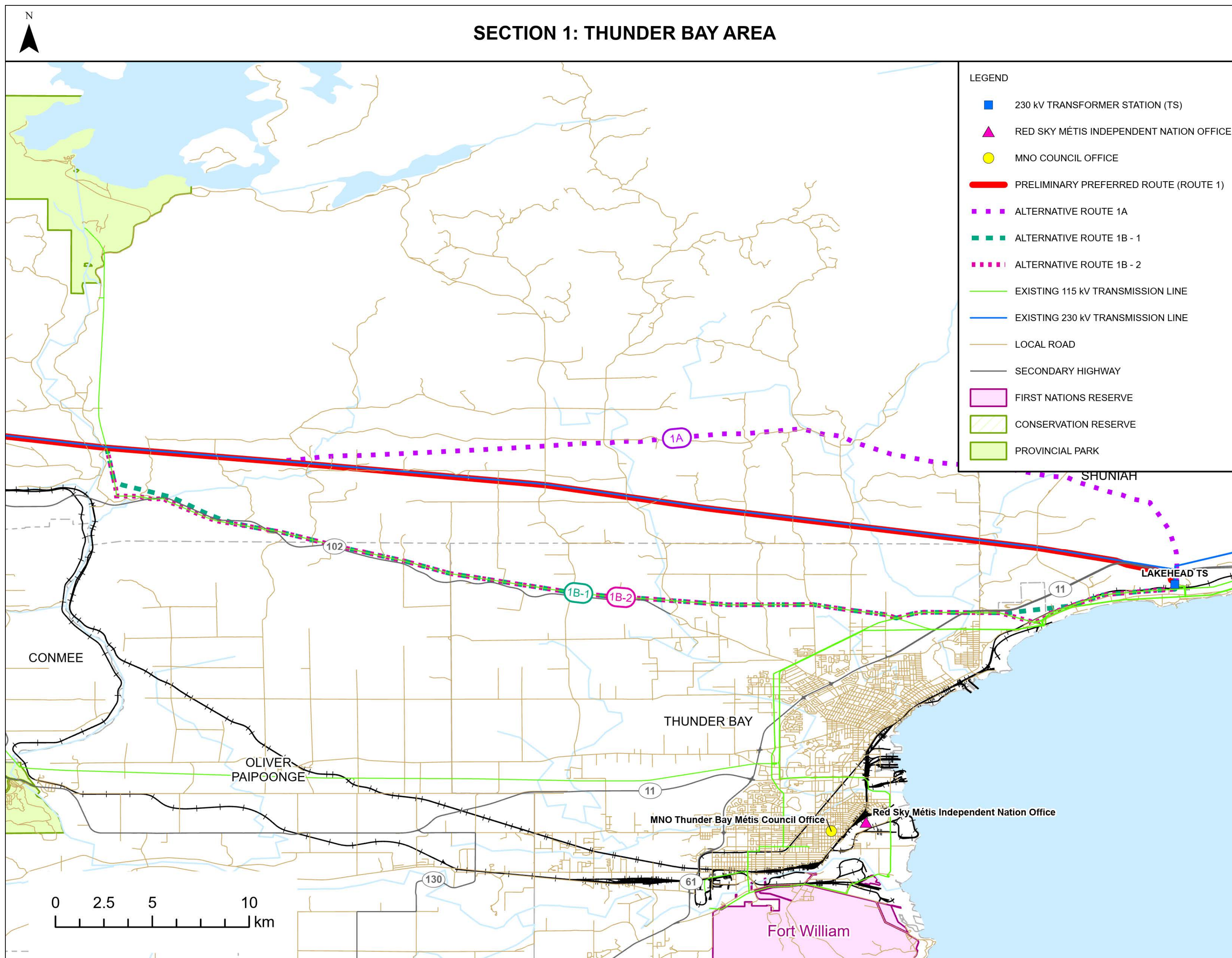
**Ask a member of our team for a copy of the evaluation criteria**



# SECTION 1: THUNDER BAY AREA



## PRELIMINARY PREFERRED ROUTE AND ALTERNATIVE ROUTES



### ADVANTAGES OF ROUTE 1

- Least residential impacts
- Avoids environmentally protected areas
- Smallest amount of habitat disturbed for most species at risk
- Shortest route and less design complexities
- Parallels existing infrastructure the most
- Less sensitive areas identified by Indigenous communities

### DISADVANTAGES OF ROUTE 1

- Larger area of archaeological potential
- Greater number of water crossings and largest area of fish habitat
- Larger area of Crown land traversed

## EVALUATION CATEGORIES AND RESULTS



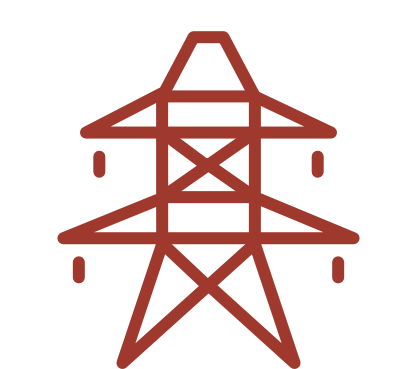
Indigenous Culture,  
Values and Land Use



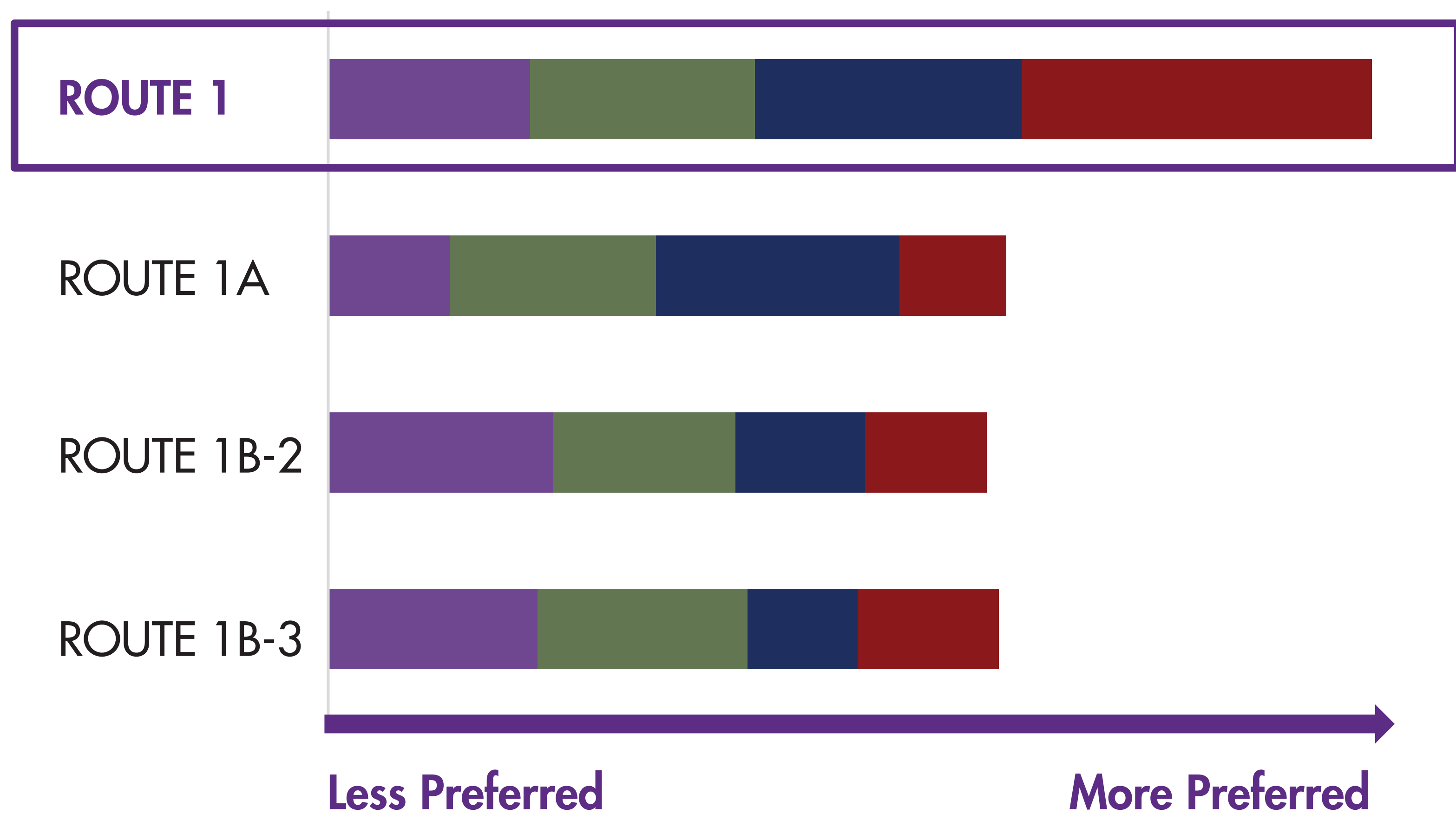
Natural  
Environment



Socio-Economic  
Environment



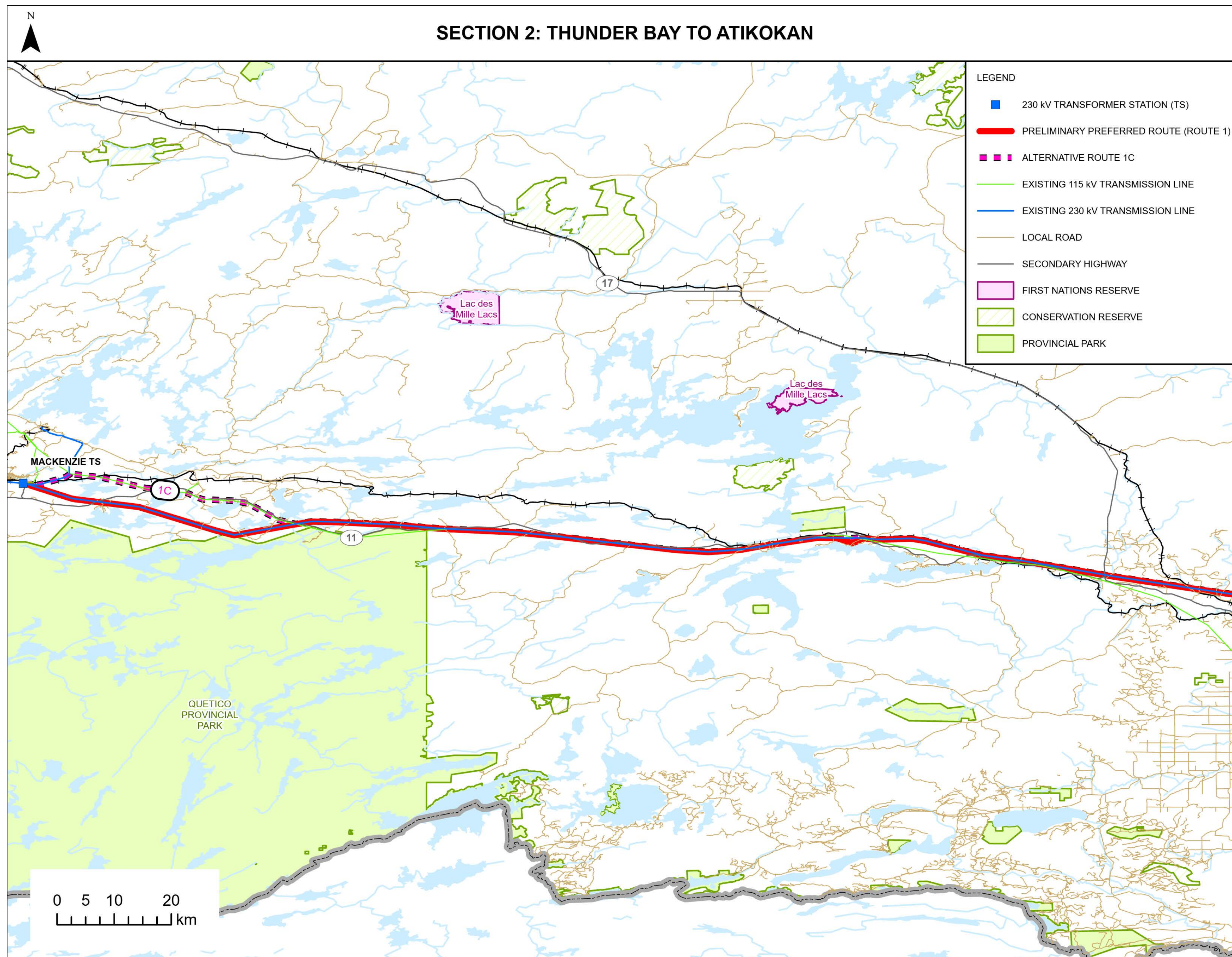
Technical  
and Cost



# SECTION 2: THUNDER BAY TO ATIKOKAN



## PRELIMINARY PREFERRED ROUTE AND ALTERNATIVE ROUTES



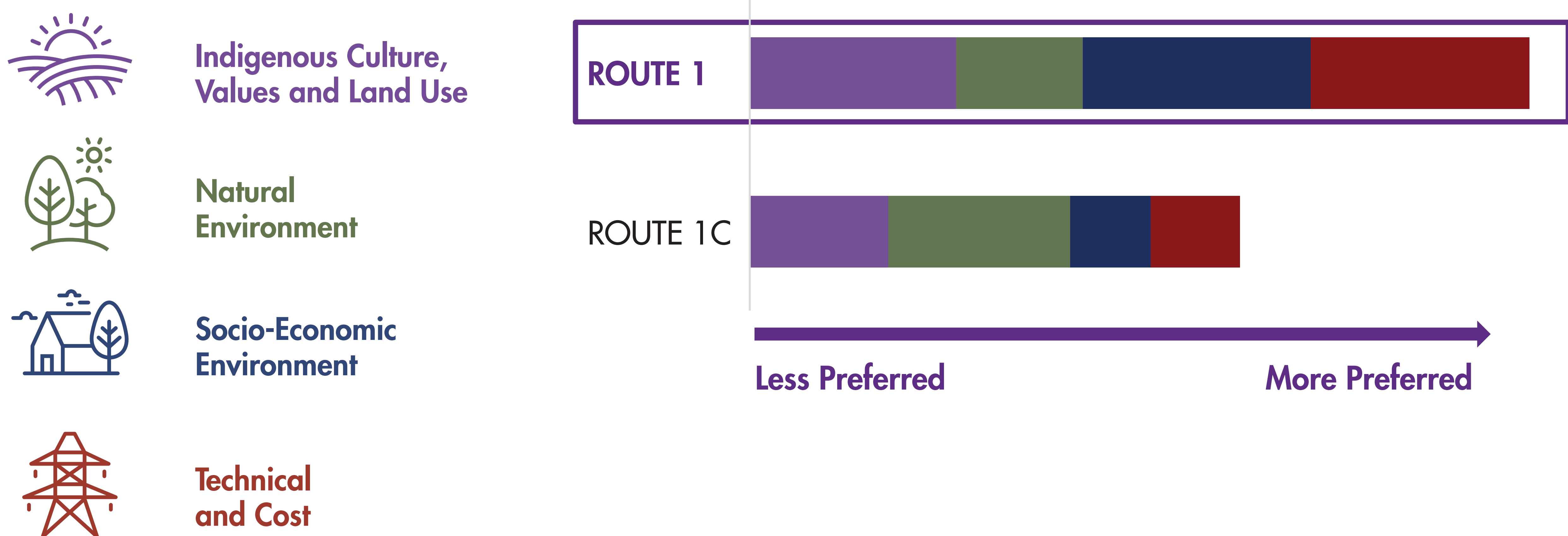
### ADVANTAGES OF ROUTE 1

- Least impacts to residential and scenic viewpoints
- Smallest area of archaeological potential
- Smallest amount of new right-of-way access required
- Parallels existing infrastructure the most
- Less design complexities

### DISADVANTAGES OF ROUTE 1

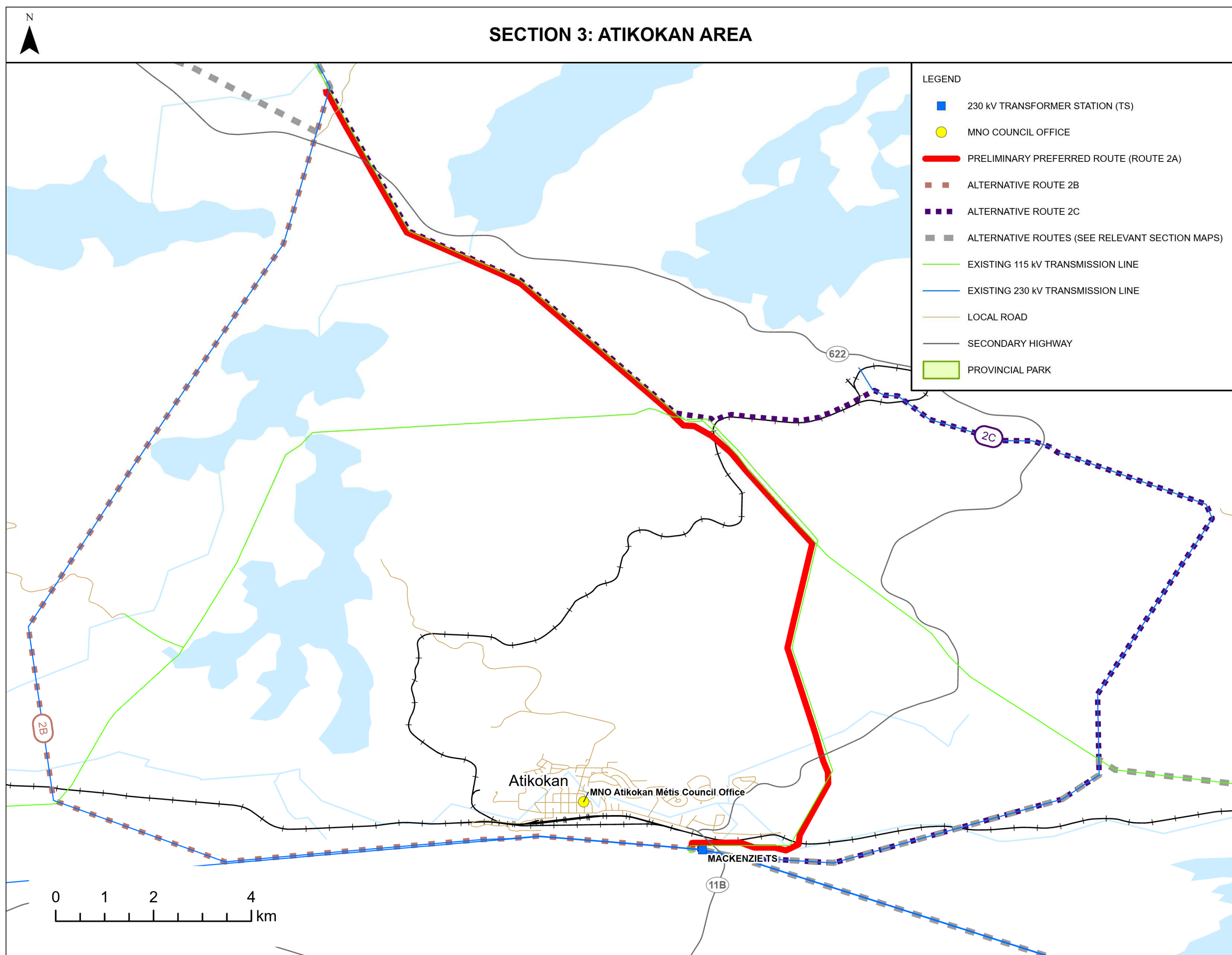
- Greater number of water crossings and largest area of fish habitat
- Provincial park crossed along an existing road
- Larger area of Crown land traversed

## EVALUATION CATEGORIES AND RESULTS



# SECTION 3: ATIKOKAN AREA

## PRELIMINARY PREFERRED ROUTE AND ALTERNATIVE ROUTES



### ADVANTAGES OF ROUTE 2A

- Smaller area of archaeological potential
- Avoids bat hibernacula that are close to another route
- Smallest area significant wildlife habitat and wetlands
- Smaller area of fish habitat
- Parallels existing infrastructure for a larger portion
- Shortest route
- Least sensitive areas identified by Indigenous communities
- Smallest area of Crown land traversed

### DISADVANTAGES OF ROUTE 2A

- More residential and recreational impacts
- Larger area of waterbodies
- Crosses a portion of Steep Rock Mine
- Slightly higher area of archaeological potential

## EVALUATION CATEGORIES AND RESULTS



Indigenous Culture, Values and Land Use



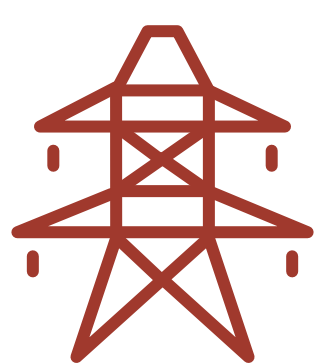
Natural Environment

ROUTE 2B



Socio-Economic Environment

ROUTE 2C



Technical and Cost

Less Preferred

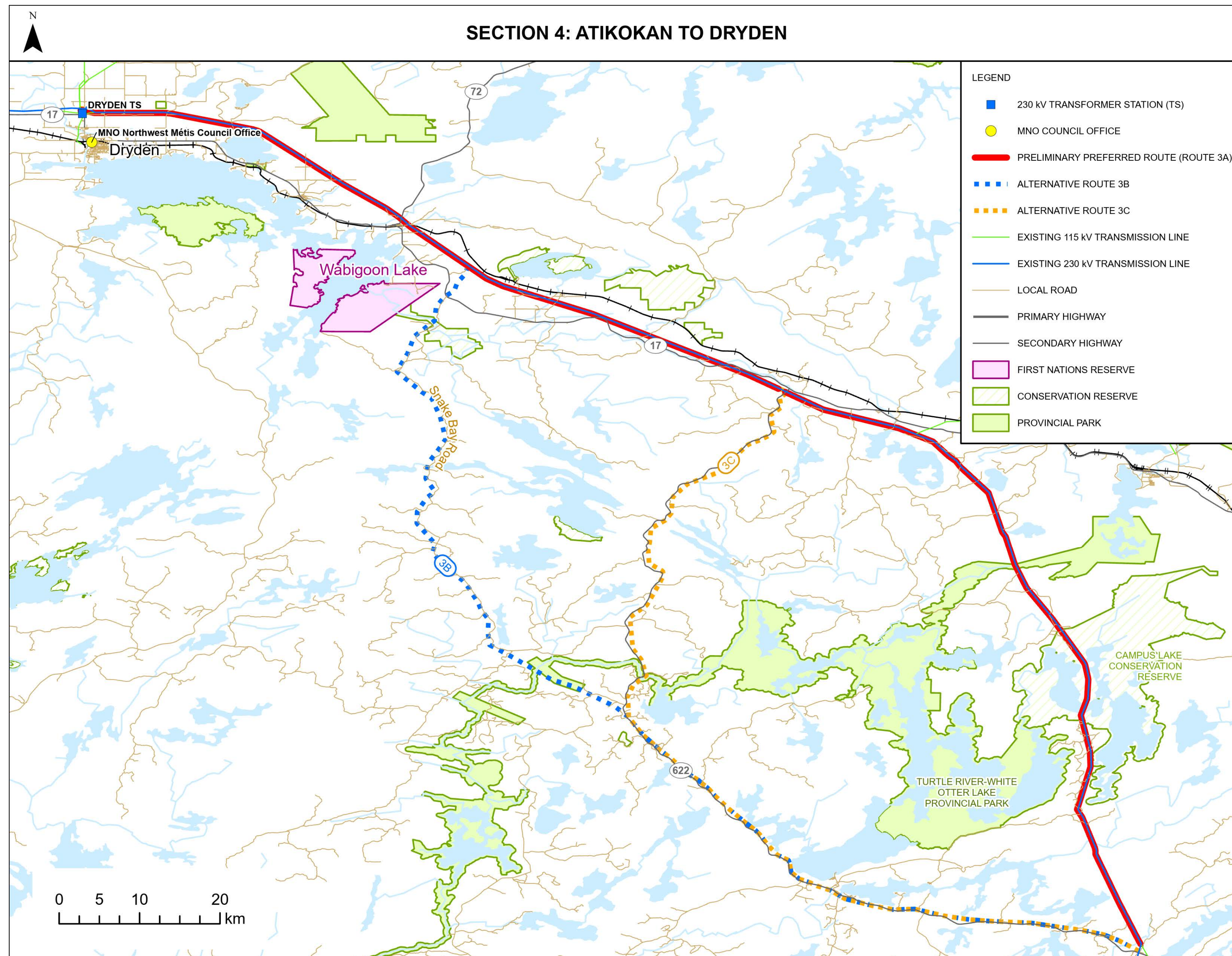
More Preferred



# SECTION 4: ATIKOKAN TO DRYDEN



## PRELIMINARY PREFERRED ROUTE AND ALTERNATIVE ROUTES



### ADVANTAGES OF ROUTE 3A

- Fewest nearby scenic viewpoints, recreational features
- Lowest area of Provincial Parks
- Smallest amount of new right-of-way access required
- Smallest area of fish habitat
- Parallels existing infrastructure the most
- Shortest route
- Less design complexities
- Furthest away from nearby First Nation reserve
- The least sensitive areas identified by Indigenous communities

### DISADVANTAGES OF ROUTE 3A

- Largest area of archaeological potential
- Largest area of Conservation Reserve
- The most watercourses and waterbodies
- Larger area of significant wildlife habitat

## EVALUATION CATEGORIES AND RESULTS



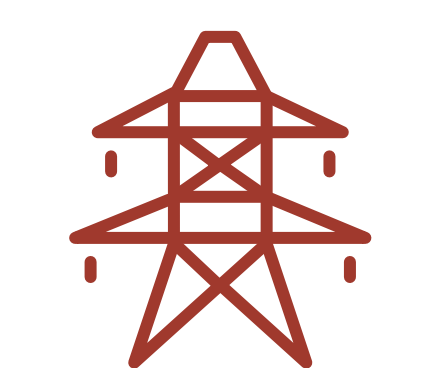
Indigenous Culture,  
Values and Land Use



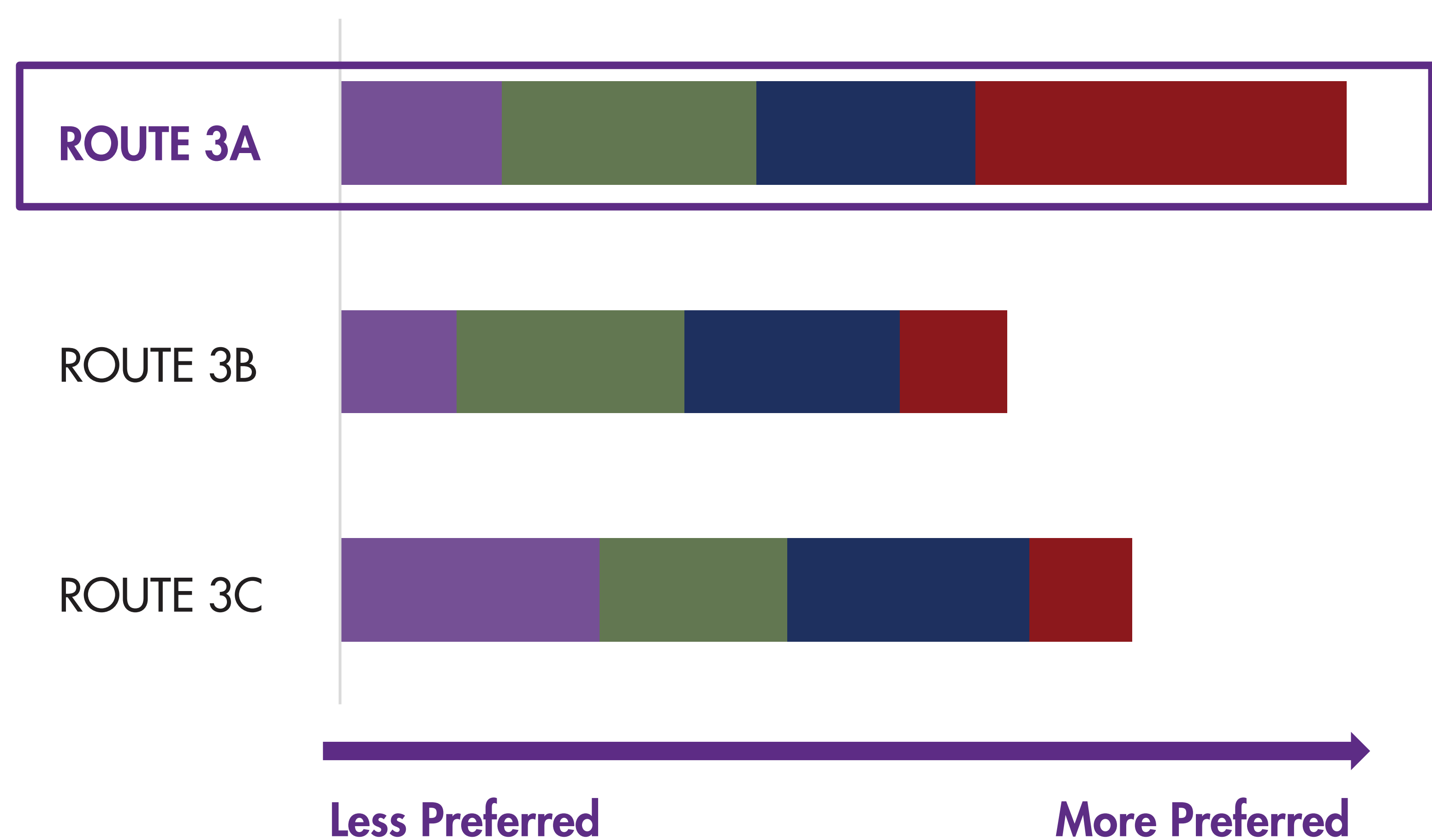
Natural  
Environment



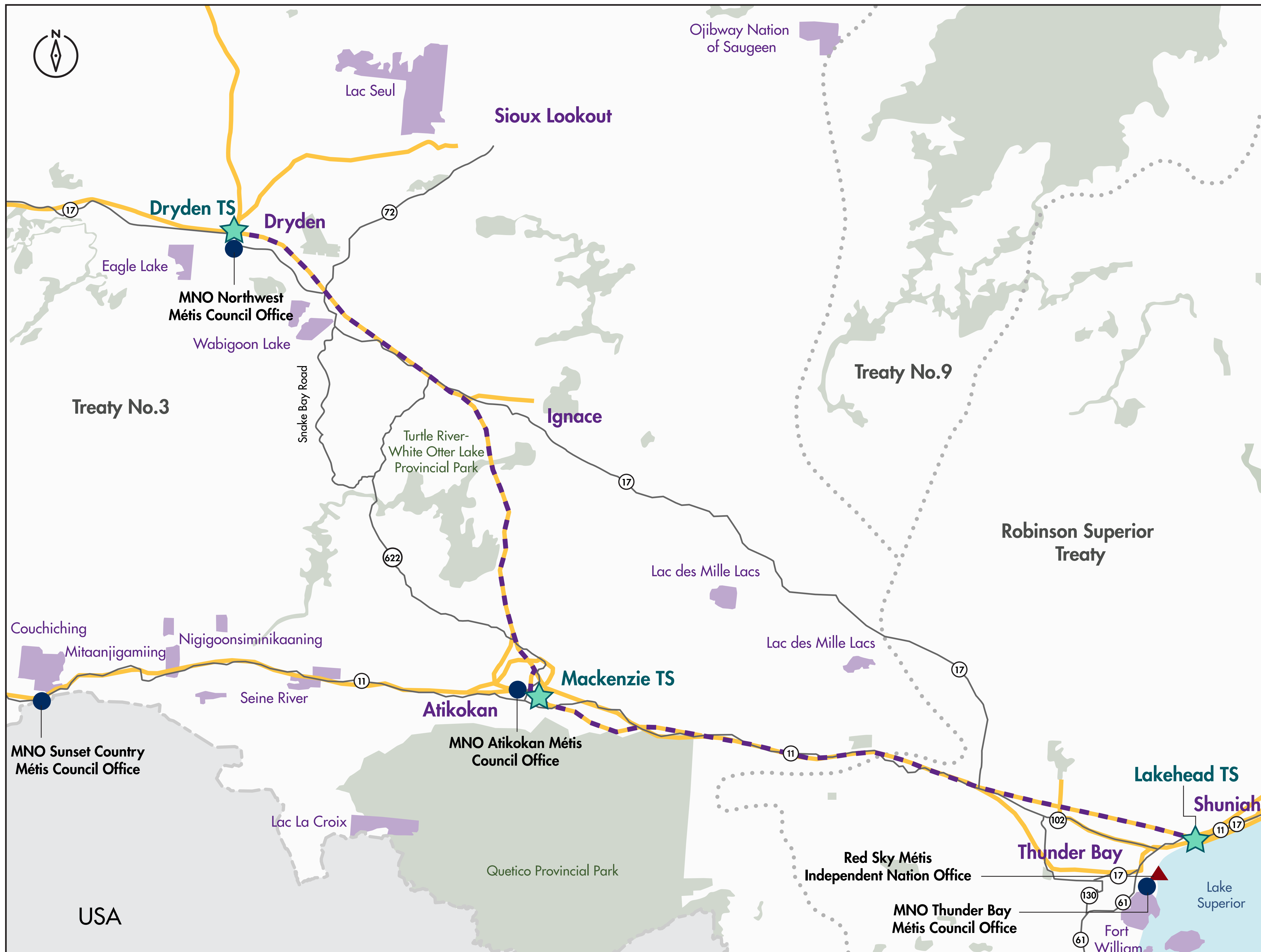
Socio-Economic  
Environment



Technical  
and Cost



# PRELIMINARY PREFERRED ROUTE



## Map Legend

- ★ Existing Transformer Station (TS)
- - - Preliminary Preferred Route
- Existing Transmission Line
- Highway
- - - International Border
- ▲ Red Sky Métis Independent Nation Office
- Métis Nation of Ontario (MNO) Council Office
- ⋯ Treaty Boundary
- First Nation Reserve
- Provincial Park

View our interactive map at [HydroOne.com/Waasigan](https://HydroOne.com/Waasigan)

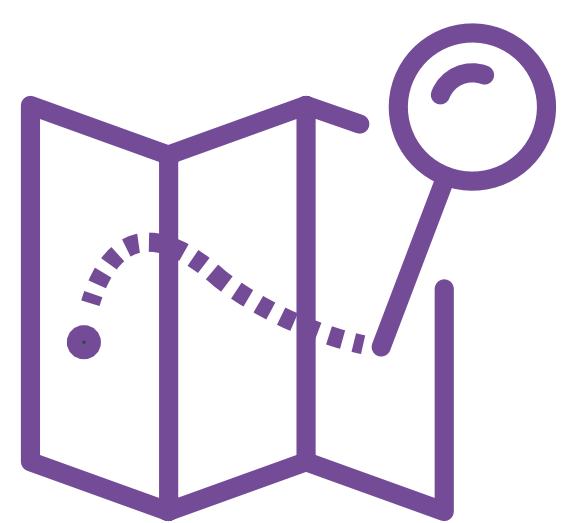


[HydroOne.com/Waasigan](https://HydroOne.com/Waasigan)

# ENVIRONMENTAL EFFECTS AND MITIGATION



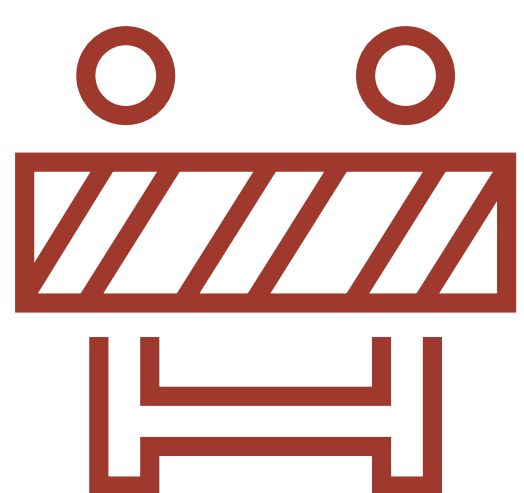
We have identified a number of mitigation measures to implement during and after construction of the new line:



Use existing access and watercourse crossings as much as possible



Restore temporary access roads and work areas after construction



Apply erosion and sediment controls when needed



Retain compatible vegetation



Employ dust control measures

We want to hear your feedback to help us continue identifying measures to avoid or mitigate environmental effects and enhance the new transmission line.







# WORKING WITH PROPERTY OWNERS

Hydro One is committed to work closely with directly impacted property owners.

As a next step, a dedicated real estate representative will contact property owners between Shuniah and Atikokan (Phase 1) to schedule a meeting. We will seek to schedule meetings with property owners between Atikokan – Dryden (Phase 2) after an in-service date is identified by the IESO.

At these meetings, the process to attain property rights and introduce project-specific Land Acquisition Compensation Principles will be reviewed. Our land acquisition process is focused on ensuring:



## Property Owner Choice

Property owners have the choice of Hydro One acquiring the corridor via an easement or purchase.



## Independent Valuation

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.



# PROJECT TIMELINES AND NEXT STEPS



- April 2019**  
Notice of Commencement of the Terms of Reference
  - 2019–2020**  
Consultation, data collection and development of corridor alternatives
  - June – August 2020**  
Draft Terms of Reference review
  - February 2022**  
Amended Terms of Reference approved
  - March 2022**  
Environmental Assessment began
- 
- Spring/Summer – 2023**  
Draft Environmental Assessment report review and submission of final report
  - Fall 2023**  
Open houses to receive an update on the project and learn about construction
  - 2024**  
Ontario Energy Board leave to construct and environmental assessment approvals received
  - 2024**  
Construction begins



# CONSTRUCTION CONTRACTOR



- Valard Construction was selected as Waasigan's engineering, procurement and construction contractor.
- Valard will support Hydro One's commitments to maximize Indigenous participation and to ensure the local economy is supported as much as possible.
- There will be a mixture of construction personnel, apprentices and qualified tradespersons directly engaged in the construction of the line.



Photo courtesy of Valard Construction





## THANK YOU FOR JOINING US

Please provide your feedback and join our project contact list by contacting Hydro One Community Relations:



**1-877-345-6799**



**Community.Relations@HydroOne.com**



**HydroOne.com/Waasigan**



Please fill out a comment form before you leave, or send us your comments afterwards.



**HydroOne.com/Waasigan**