

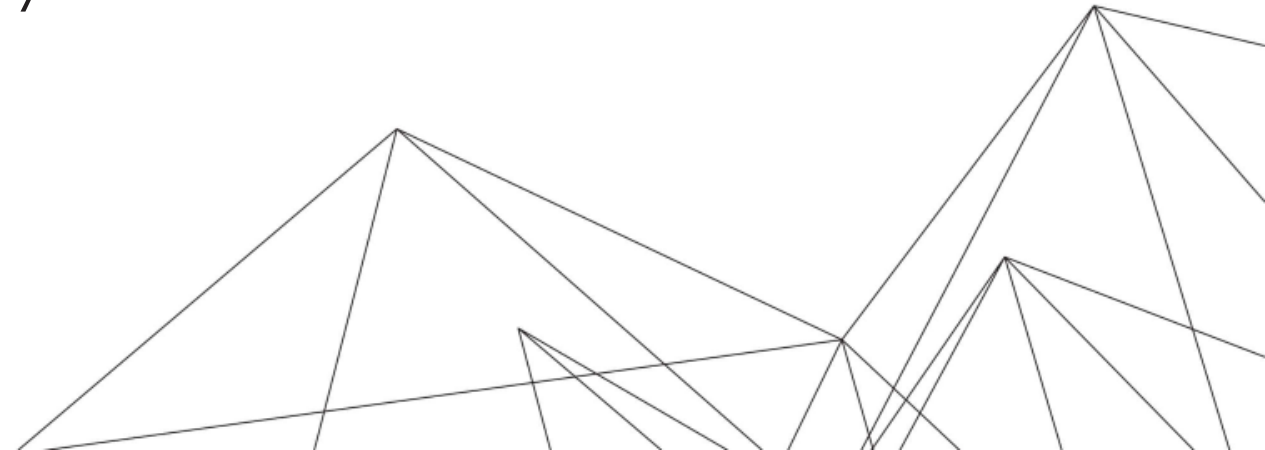
WELCOME TO OUR VIRTUAL OPEN HOUSE



PURPOSE OF EVENT:

While we can't meet with you in-person due to COVID-19 health restrictions, we are pleased to provide an opportunity to collect feedback and share information about:

- Project need
- Project updates
- Route alternative refinements
- Key milestones and next steps





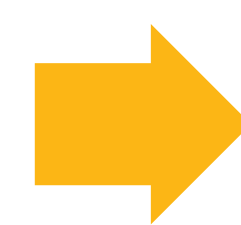
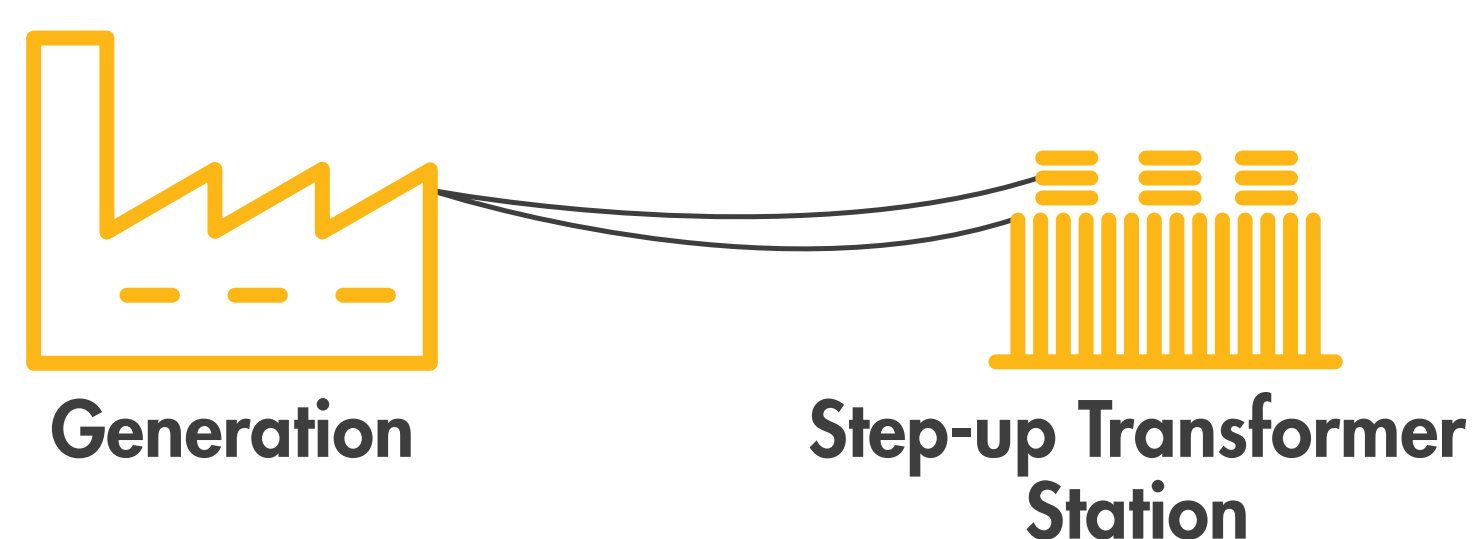
HYDRO ONE'S ROLE IN YOUR COMMUNITY

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

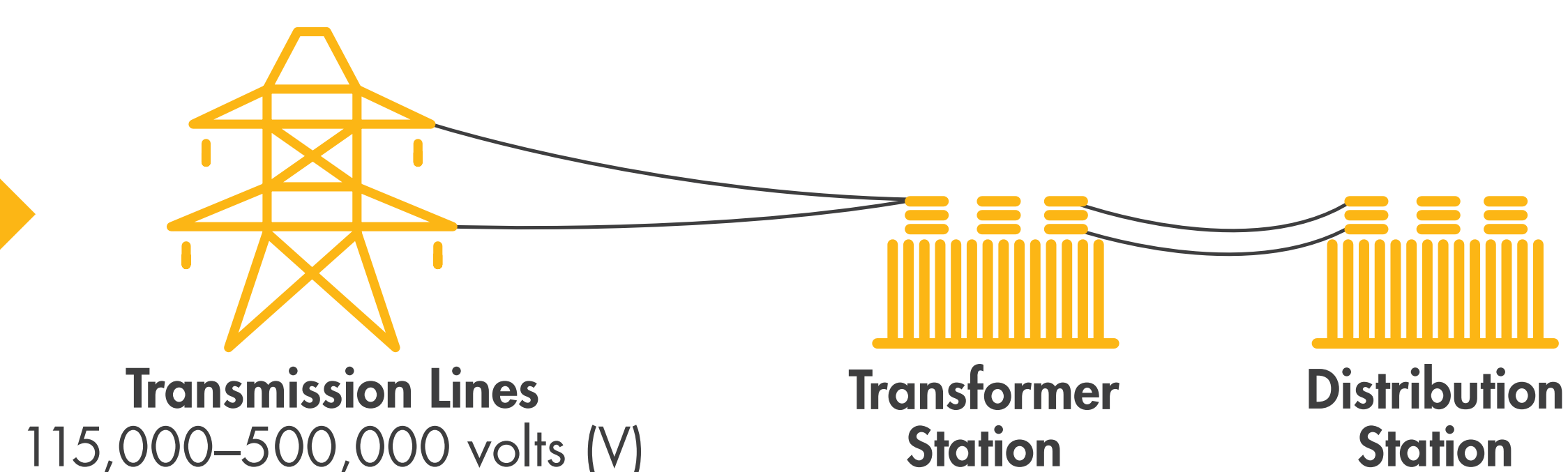
We work with the Independent Electricity System Operator (IESO), who oversees electricity planning, to ensure that electricity needs are being met both now and into the future.

OUR ROLE IN THE SYSTEM

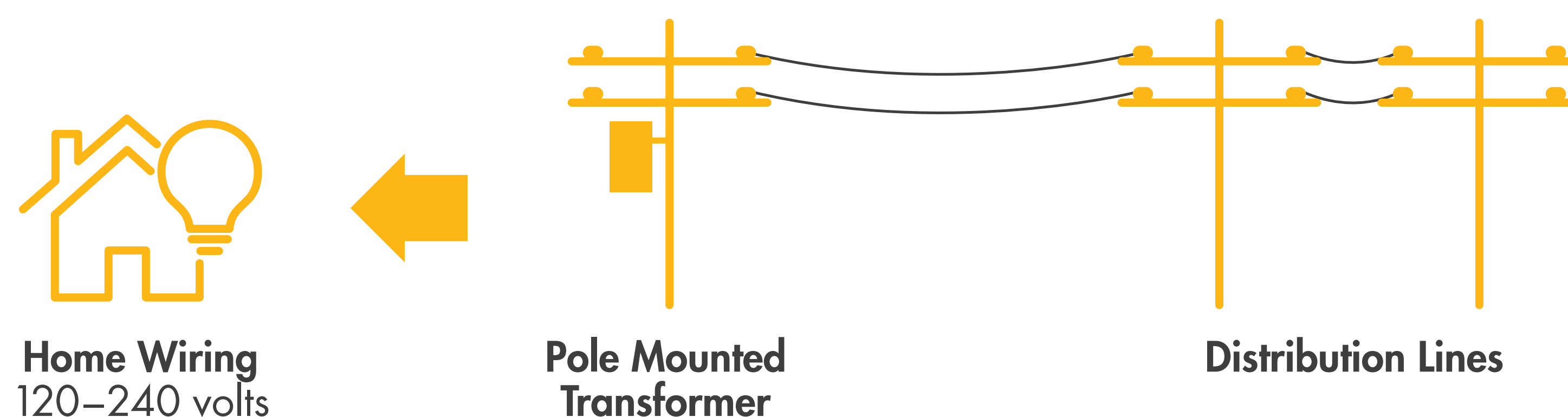
ONTARIO POWER GENERATION AND PRIVATE GENERATION COMPANIES



HYDRO ONE OR LICENSED TRANSMITTER



HYDRO ONE OR LOCAL DISTRIBUTION COMPANY





PROJECT OVERVIEW

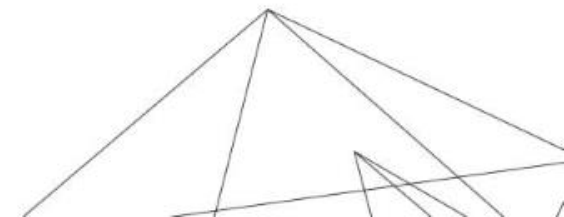


A safe and reliable power supply is essential to ensure southwestern Ontario can continue to grow now and into the future.

In June 2019, the IESO requested Hydro One build a new double-circuit 230 kilovolt transmission line from the Chatham Switching Station to the future Lakeshore Switching Station.

This project requires undertaking a Class Environmental Assessment which began in January 2020.

It is anticipated this line will be in-service prior to the end of 2025.



HOW THE NEW LINE WILL SUPPORT THE REGION

As businesses and industry continue to expand in the region, so does the need for more electricity.

The new high voltage transmission line will support the region by:



Ensuring critical infrastructure is in place to keep southwestern Ontario one of North America's agricultural hubs



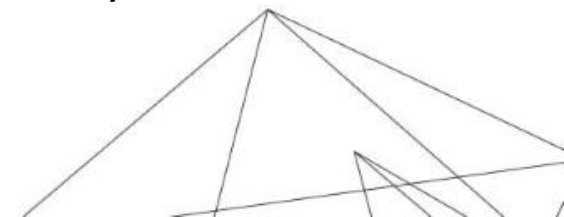
Improving reliability for homes and businesses including both Hydro One and local distribution customers



Connecting more people and industry to the grid by bringing enough energy to power a city the size of Windsor to the area



Supporting the local economy by creating new direct and spin off jobs and training opportunities as one of the largest electricity infrastructure projects in the region

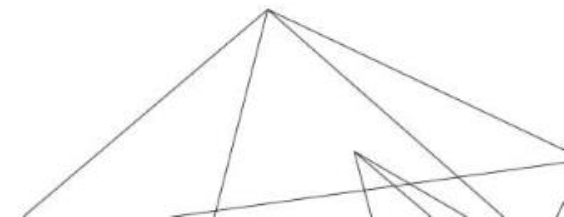


CLASS ENVIRONMENTAL ASSESSMENT

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 can be mitigated.

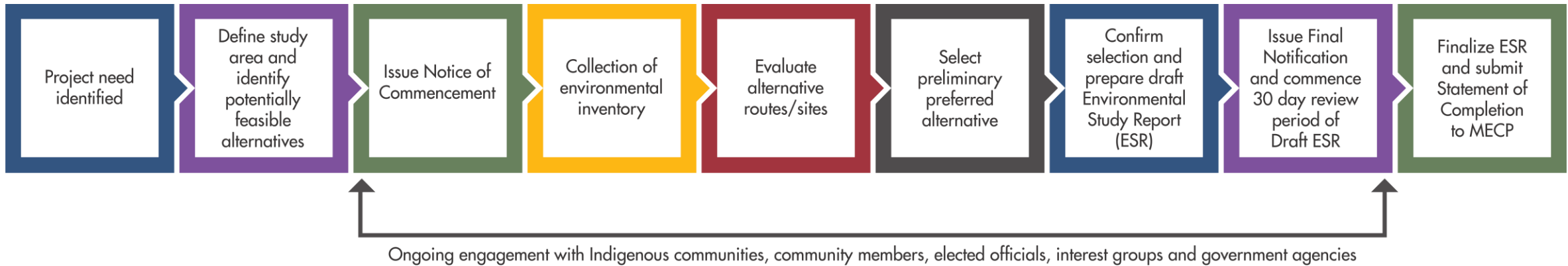
KEY COMPONENTS

- Consultation with Indigenous communities, community members, elected officials, interest groups and government agencies;
- Collection of environmental inventory;
- Identification and evaluation of alternative methods;
- Identification of potential effects and mitigation measures;
- Selection of a preferred alternative
- A draft Environmental Study Report (ESR) made available for a 30-day public review and comment period; and
- Submission of Final ESR and Statement of Completion



CHATHAM TO LAKESHORE LINE

CLASS ENVIRONMENTAL ASSESSMENT PROCESS



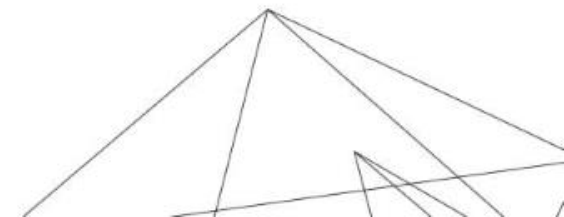
REFINED ROUTE ALTERNATIVES WE ARE EVALUATING

Since January 2020, Hydro One has been conducting technical and environmental studies in the region. We have also collected feedback from First Nations communities, community members, elected officials, and interest groups.

Through this work and engagement, we've developed a more in-depth understanding of each of the route alternatives.

Based on what we have learned, Hydro One has made four refinements to our route alternatives and identified the need to expand our Chatham Switching Station to the east on our existing lands.

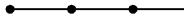



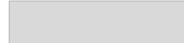
For a detailed look and explanation of these refinements, view the maps below.



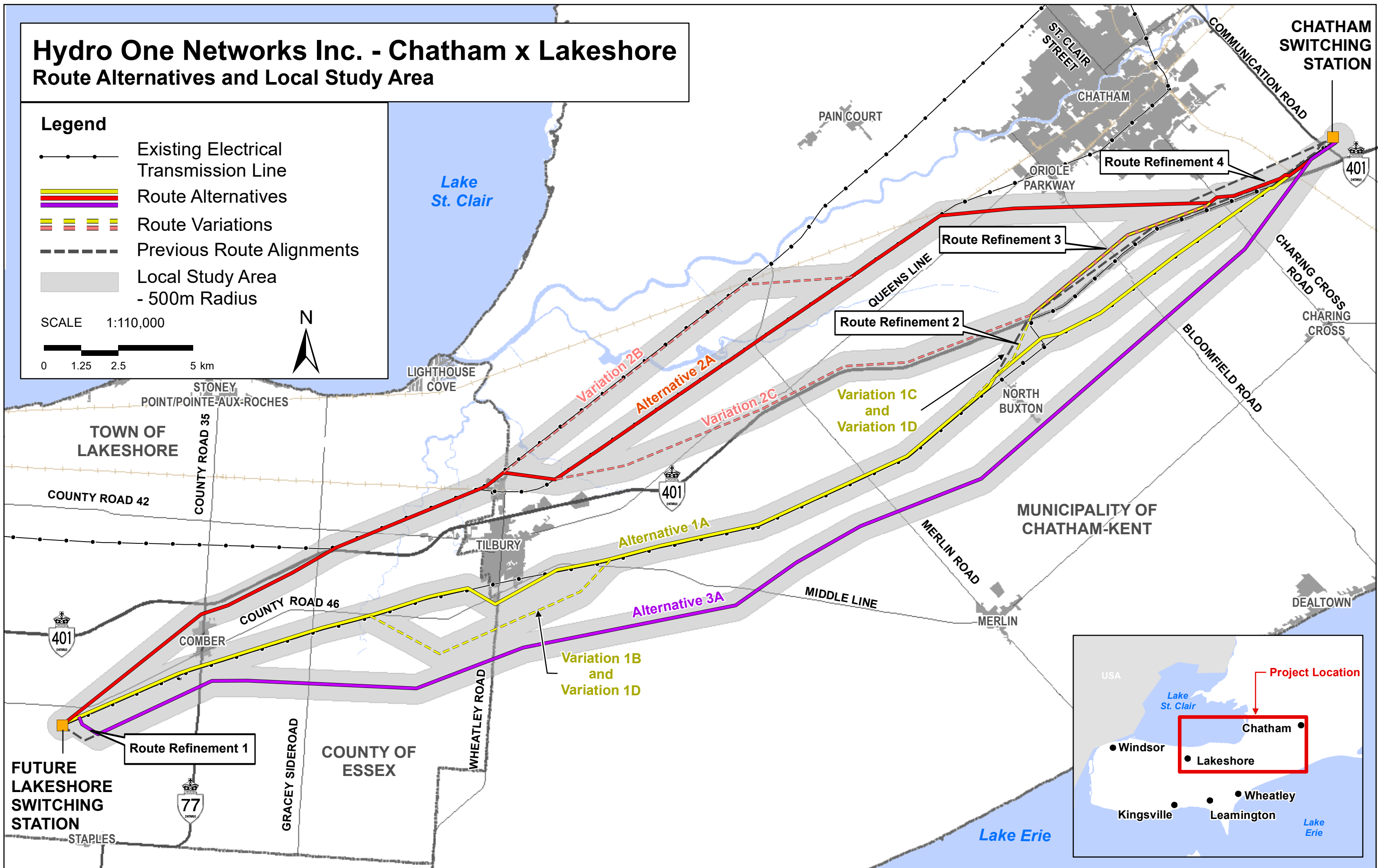
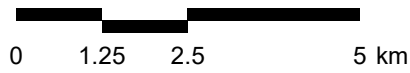
Hydro One Networks Inc. - Chatham x Lakeshore

Route Alternatives and Local Study Area

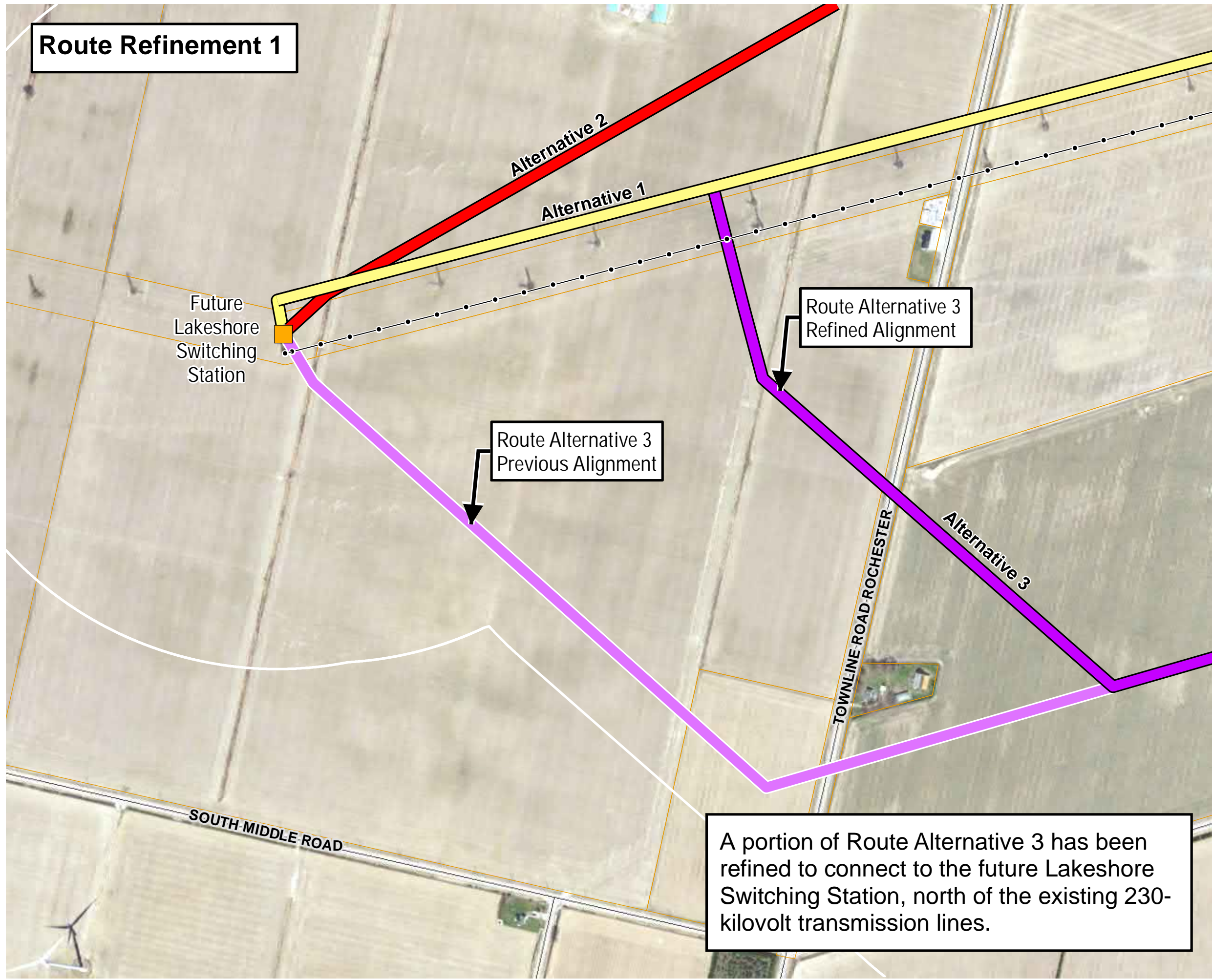
Legend

-  Existing Electrical Transmission Line
-  Route Alternatives
-  Route Variations
-  Previous Route Alignments
-  Local Study Area - 500m Radius

SCALE 1:110,000














Route Refinement 1



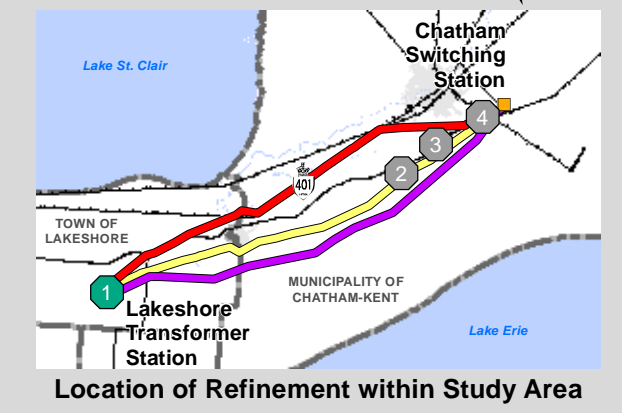
A portion of Route Alternative 3 has been refined to connect to the future Lakeshore Switching Station, north of the existing 230-kilovolt transmission lines.

HYDRO ONE INC. CHATHAM to LAKESHORE CLASS ENVIRONMENTAL ASSESSMENT

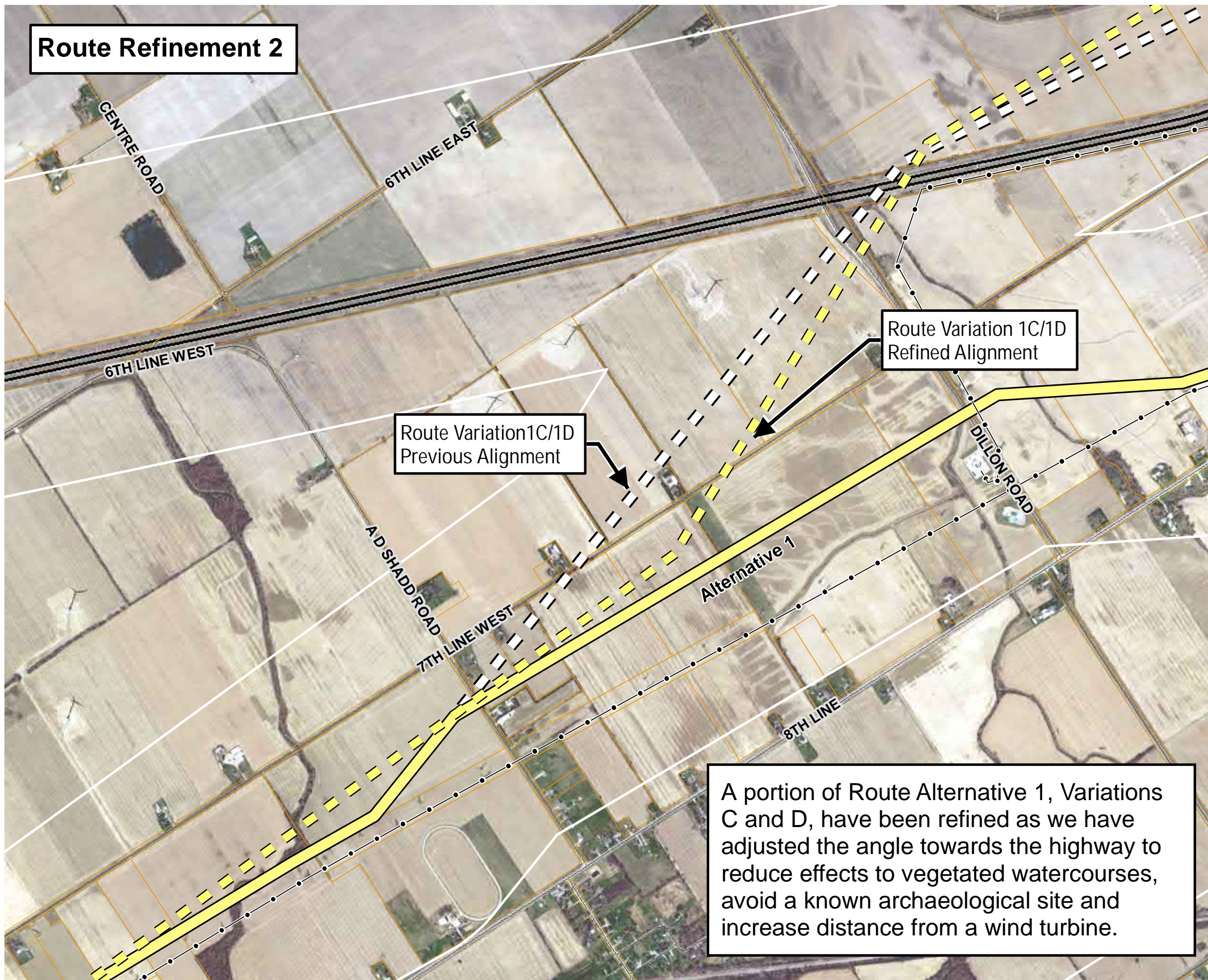
Legend

-  Switching Station
 -  Route Alternative 1
 -  Route Alternative 2
 -  Route Alternative 3 Refined Alignment
 -  Route Alternative 3 Previous Alignment
 -  Local Study
- ### Base Data
-  Existing Electrical Transmission Line
 -  Highway
 -  Road
 -  Railway
 -  Property Boundary

SCALE 1:5,000
0 37.5 75 150 m



Route Refinement 2



Route Variation 1C/1D Previous Alignment

Route Variation 1C/1D Refined Alignment

Alternative 1

A portion of Route Alternative 1, Variations C and D, have been refined as we have adjusted the angle towards the highway to reduce effects to vegetated watercourses, avoid a known archaeological site and increase distance from a wind turbine.

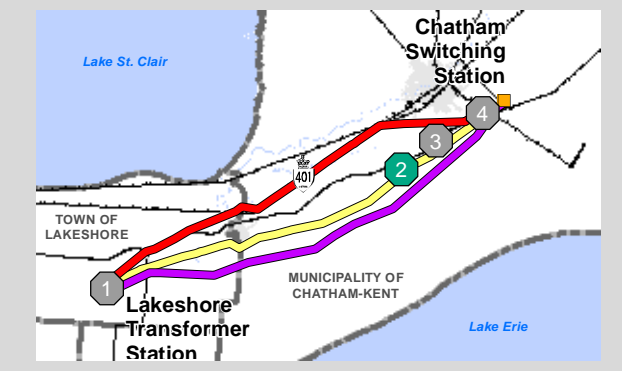
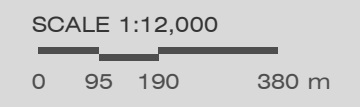
HYDRO ONE INC. CHATHAM to LAKESHORE CLASS ENVIRONMENTAL ASSESSMENT

Legend

- Route Alternative 1
- Route Variation 1C/1D Refined Alignment
- Route Variation 1C/1D Previous Alignment
- Local Study
- Existing Electrical Transmission Line
- Highway
- Road
- Railway
- Property Boundary

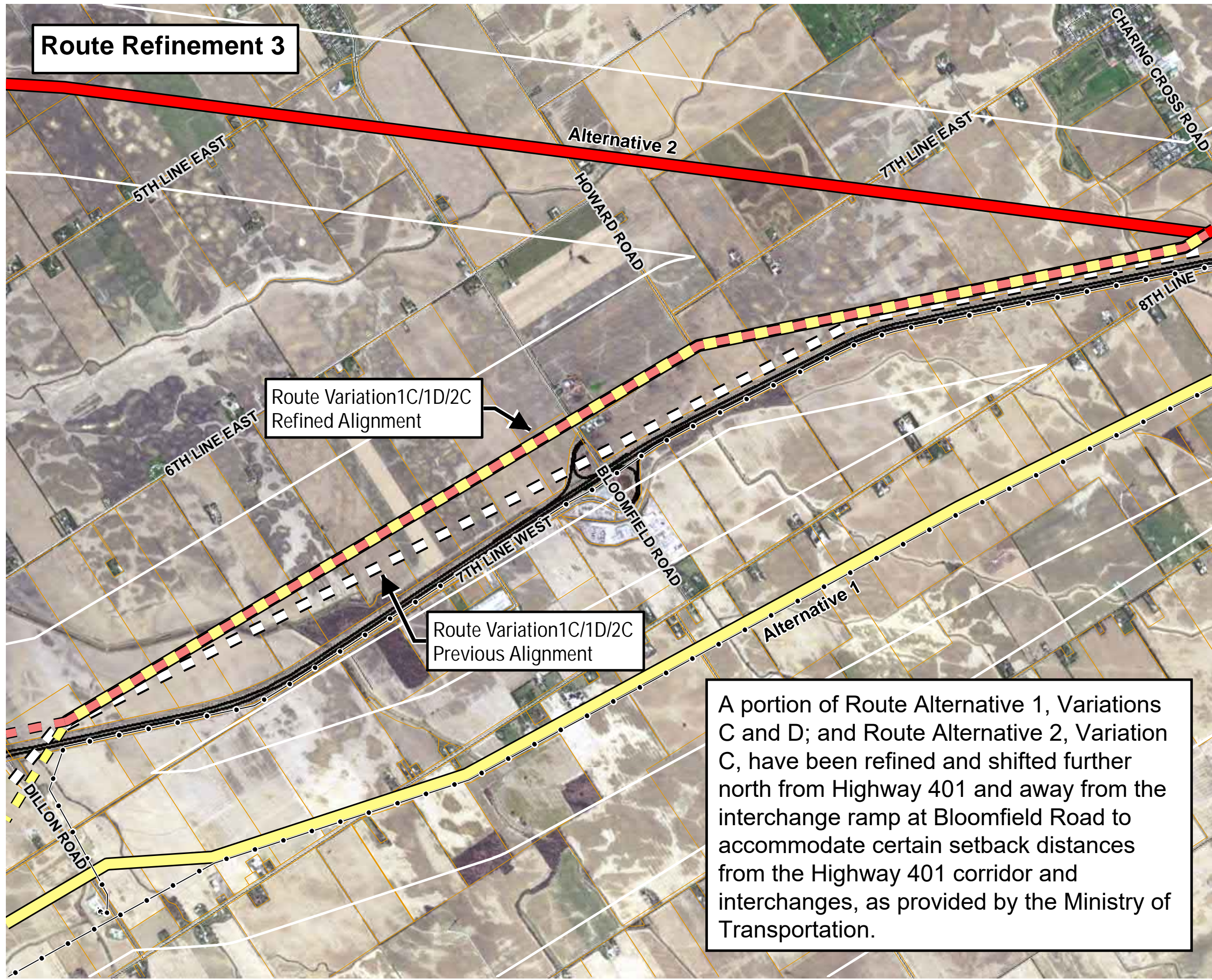
Base Data

- Existing Electrical Transmission Line
- Highway
- Road
- Railway
- Property Boundary



Location of Refinement within Study Area

Route Refinement 3



Route Variation 1C/1D/2C Refined Alignment

Route Variation 1C/1D/2C Previous Alignment

A portion of Route Alternative 1, Variations C and D; and Route Alternative 2, Variation C, have been refined and shifted further north from Highway 401 and away from the interchange ramp at Bloomfield Road to accommodate certain setback distances from the Highway 401 corridor and interchanges, as provided by the Ministry of Transportation.

HYDRO ONE INC. CHATHAM to LAKESHORE CLASS ENVIRONMENTAL ASSESSMENT

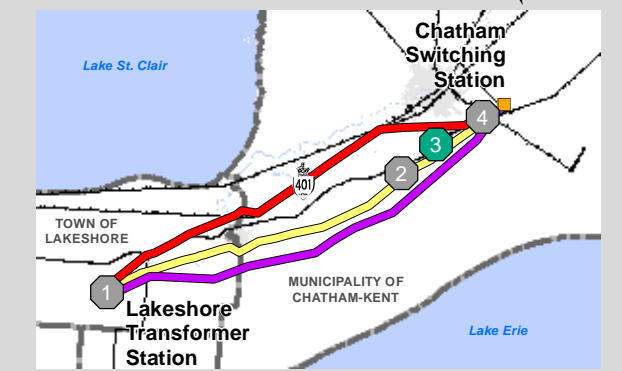
Legend

- Route Alternative 1
- Route Variation 1C/1D Refined Alignment
- Route Alternative 2
- Route Variation 2C Refined Alignment
- Route Variation 1C/1D/2C Previous Alignment
- Local Study

Base Data

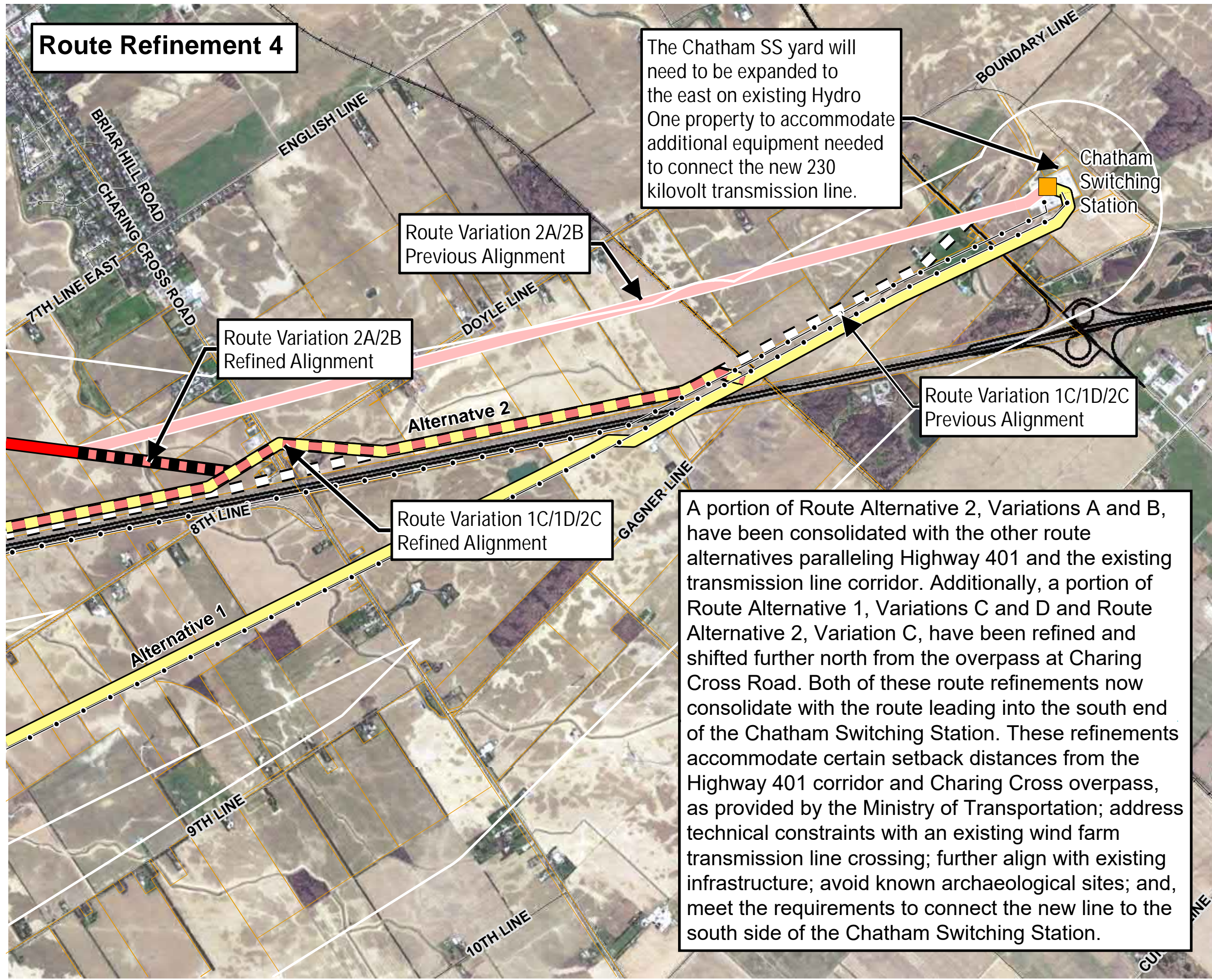
- Existing Electrical Transmission Line
- Highway
- Road
- Railway
- Property Boundary

SCALE 1:21,000
0 165 330 660 m



Location of Refinement within Study Area

Route Refinement 4



The Chatham SS yard will need to be expanded to the east on existing Hydro One property to accommodate additional equipment needed to connect the new 230 kilovolt transmission line.

Route Variation 2A/2B Previous Alignment

Route Variation 2A/2B Refined Alignment

Route Variation 1C/1D/2C Previous Alignment

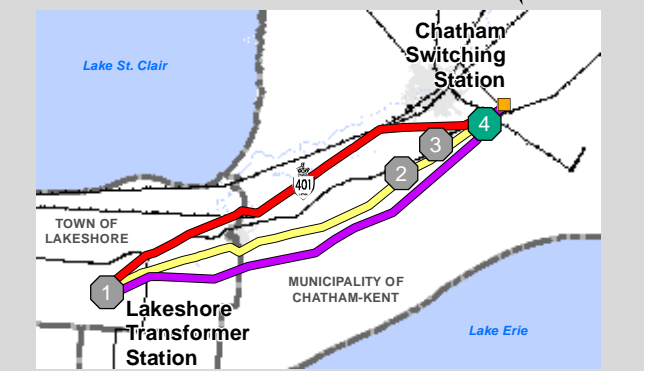
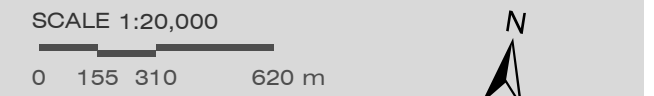
Route Variation 1C/1D/2C Refined Alignment

A portion of Route Alternative 2, Variations A and B, have been consolidated with the other route alternatives paralleling Highway 401 and the existing transmission line corridor. Additionally, a portion of Route Alternative 1, Variations C and D and Route Alternative 2, Variation C, have been refined and shifted further north from the overpass at Charing Cross Road. Both of these route refinements now consolidate with the route leading into the south end of the Chatham Switching Station. These refinements accommodate certain setback distances from the Highway 401 corridor and Charing Cross overpass, as provided by the Ministry of Transportation; address technical constraints with an existing wind farm transmission line crossing; further align with existing infrastructure; avoid known archaeological sites; and, meet the requirements to connect the new line to the south side of the Chatham Switching Station.

HYDRO ONE INC. CHATHAM to LAKESHORE CLASS ENVIRONMENTAL ASSESSMENT

- ### Legend
- Switching Station
 - Route Alternative 1
 - Route Variation 1C/1D/2C Refined Alignment
 - Route Alternative 2
 - Route Variation 2A/2B Refined Alignment
 - Route Variation 2A/2B Previous Alignment
 - Route Variation 1C/1D/2C Previous Alignment
 - Local Study

- ### Base Data
- Existing Electrical Transmission Line
 - Highway
 - Road
 - Railway
 - Property Boundary



ENGAGEMENT & FEEDBACK HEARD



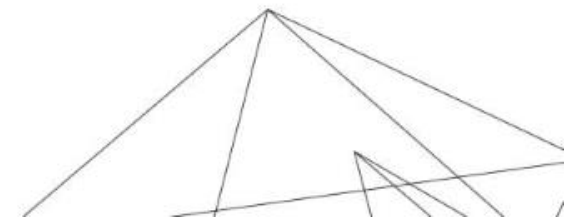
Hydro One is committed to ongoing engagement and consultation.

To date we've:

- Held 2 virtual information sessions with community members reaching more than 4,000 households.
- Held 2 virtual information sessions with First Nations communities reaching more than 200 households.
- Held 2 virtual Technical Advisory Committee workshops with provincial and federal agencies, First Nations community representatives, and technical and industry stakeholders.
- Corresponded via phone or email with more than 100 community members.
- Organized regular and frequent engagement with local elected officials.
- Engaged with eight First Nations communities.
- Distributed more than 60,000 flyers.

KEY FEEDBACK WE'VE HEARD:

- Protecting agricultural features and operations should be considered when both selecting the route and designing the line.
- Modern day farming practices should be considered as part of the solution used to deliver this project.
- The former rail corridor should be reconsidered as a potential route alternative.



TECHNICAL WORK & DISCOVERIES

Our team has performed background research and conducted field surveys on each of the route alternatives.

To date we've:

- Collected natural heritage information.
- Reviewed municipal official plans.
- Completed a Stage 1 archaeological assessment and cultural heritage existing conditions study.
- Conducted environmental field surveys for ecological land classification, vegetation inventory, aquatic habitat, breeding birds and species at risk habitat.
- Conducted an in-depth reassessment of the former rail corridor, including site reconnaissance, as a potential route alternative based on project feedback.

WHAT WE'VE LEARNED:

- Better understanding of the natural and socio-economic environment within the study area.
- Certain setback distances from the Highway 401 corridor and interchanges, provided by the Ministry of Transportation, must be maintained.
- The former railway corridor presents a number of constraints deeming it not sufficient as an alternative route for the project.
- Additional constraints posed by other utilities in the region must be considered.

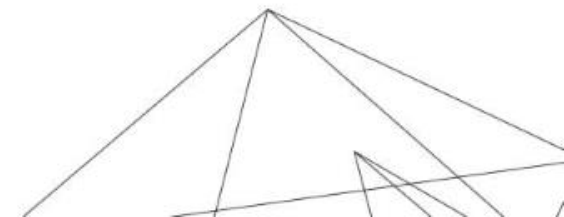
EVALUATION OF ROUTE ALTERNATIVES

Hydro One will be using a weighted Multi-Criteria Decision Making (MCDM) analysis method which is a common decision making approach to select the preferred route. This framework includes:

- Establishing evaluation criteria and measures;
- Assigning relative weighting to criteria; and
- Evaluating and selecting the preferred route.

Based on feedback received to date, as well as details confirmed through environmental and technical assessments conducted, Hydro One has developed a list of criteria to evaluate each of the route alternatives.

As a next step, we will be assigning relative weighting to each criteria measure using the information and feedback gathered to help us select a preferred route.



ROUTE EVALUATION CRITERIA



Socio-Economic Environment

- Existing land use designations
- Future land use designations
- Agricultural Operations
- Petroleum Operations
- Effects to commercial/industrial buildings, properties, site plans or business operations/ supply chains
- Cultural Resources
- Effects to residential buildings, properties or site plans
- Source water Protection
- Archaeological Resources
- Aggregate Resources Extraction Areas/Operations (Pits/Quarries)



Natural Environment

- Effects to Fish and Aquatic Habitat
- Effects to Vegetation
- Terrestrial and Wildlife Habitat
- Species at Risk & Species of Conservation Concern
- Natural Hazards, Wetlands and Floodplain Areas
- Designated Natural Areas



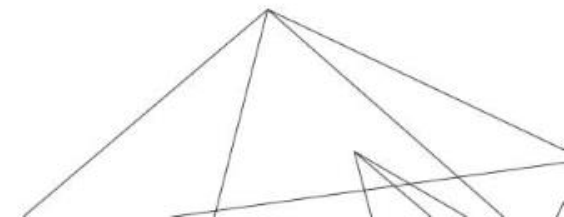
First Nations Culture, Values and Land Use

- First Nations Traditional / Contemporary Lands & Resources Uses and Occupation



Technical and Cost

- Line Length
- Line Angles
- Crossings
- Parallel and Adjacent to Underground Pipelines
- Proximity to Wind Turbines
- Parallel and Adjacent to Existing Transmission Corridor
- Parallel and Adjacent to other Existing Infrastructure (e.g., Highway 401)
- Number of Properties Requiring New Real Estate Rights
- Number of Mandatory Property Acquisitions



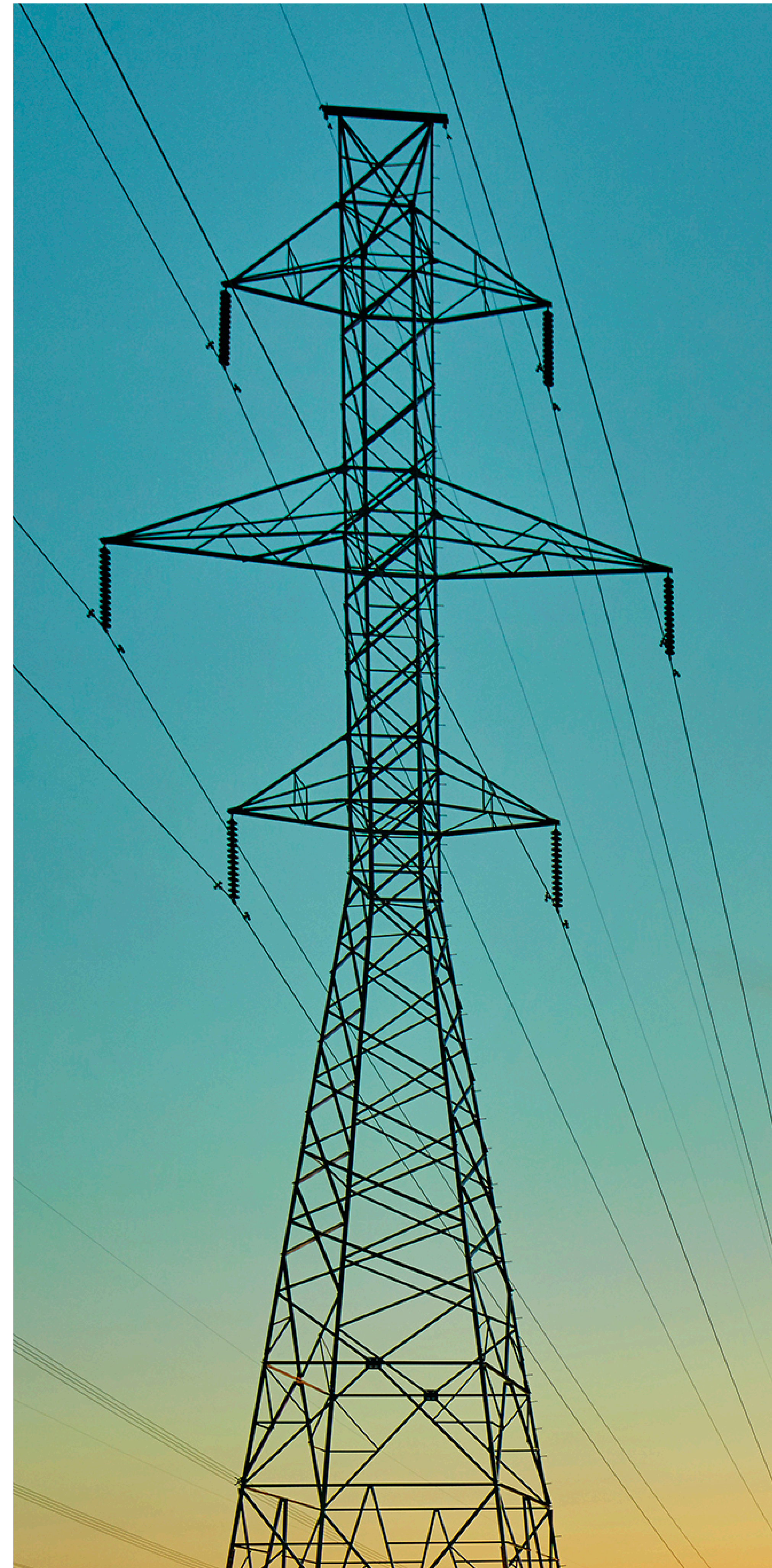


ONTARIO ENERGY BOARD APPROVAL REQUIREMENTS

In addition to the Class EA process, the Ontario Energy Board (OEB) must also approve the project under the Section 92 Leave to Construct Approval of the *Ontario Energy Board Act, 1998 (Act)*.

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.

Further information from the OEB on this project will be made available in local papers and at www.oeb.ca



LAND REQUIREMENTS

Hydro One has a long history of building transmission projects and working in communities across Ontario to obtain land rights.

Upon the selection of the preferred route, Hydro One's real estate representatives will work closely with directly impacted property owners who have the transmission right-of-way on their property using a set of land acquisition compensation principles (LACP).

These principles set out the process between Hydro One and property owners to attain voluntary property settlements, and will be tailored to the project based on local characteristics of the region and feedback we've heard to date. Upon the selection of a preferred route, our real estate team will finalize the project LACP, which will look to include:



Property owners will be offered the choice of Hydro One acquiring either an easement or fee simple interest (ownership) for the lands required for the corridor.



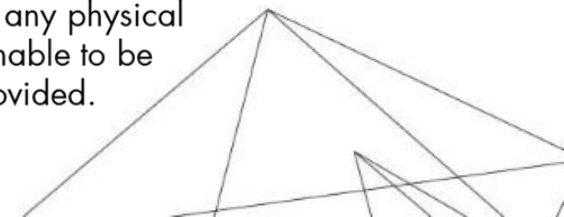
Offers will be based upon site specific appraisal reports prepared by third party independent appraisers.



Monetary incentives will be offered to landowners for the required corridor lands which lead to voluntary settlements beyond market value.



Construction impact will be mitigated to the extent feasible, and reimbursement for cropland out of production during construction and for any physical damages that are unable to be mitigated will be provided.



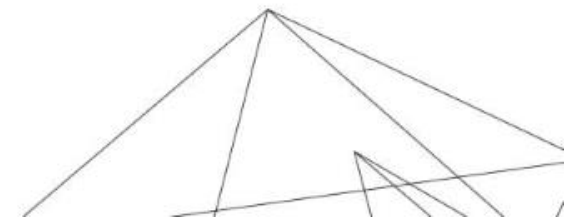
DETAILED DESIGN

Once the preferred route has been selected, we will begin detailed engineering and have a greater understanding of potential tower structure locations and design, as there are a number of tower designs that can be used to complete this project.

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

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

Based on these technical and environmental considerations in addition to feedback received, Hydro One will determine the most optimal tower design and location, and will share an update on these designs at future meetings.



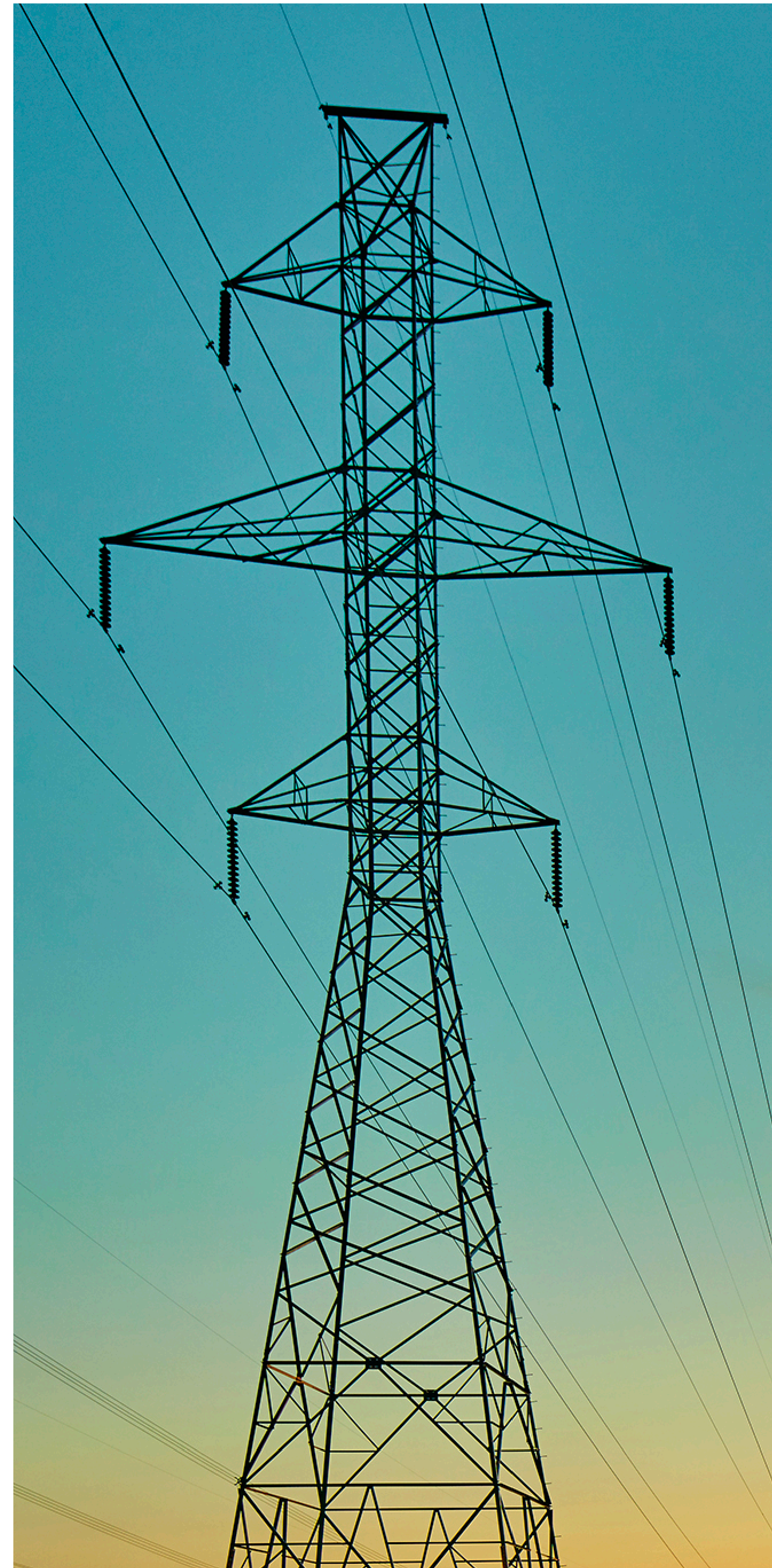


ONTARIO ENERGY BOARD APPROVAL REQUIREMENTS

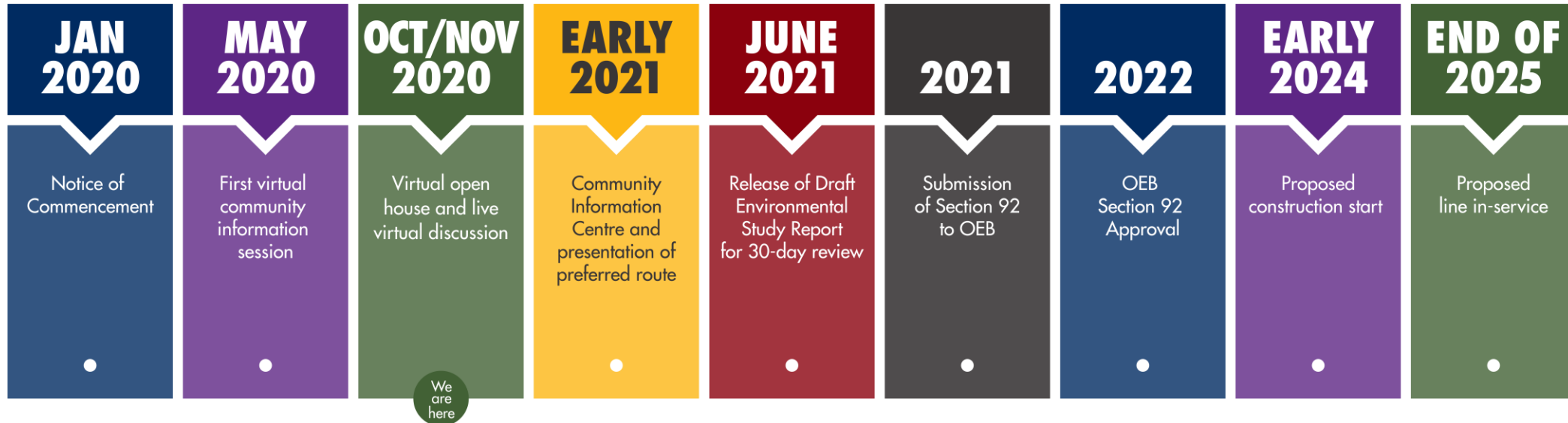
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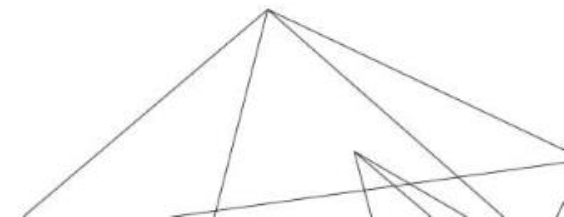
Further information from the OEB on this project will be made available in local papers and at www.oeb.ca



PROJECT MILESTONES



We are here



NEXT STEPS



Hydro One will begin to assign relative weighting to each criteria measure.



The project team will continue to consider all feedback received and evaluate the results of environmental and technical research to select the preferred route alternative for the new transmission line.



Details of the evaluation process and the preferred route alternative will be presented at a Community Information Centre in early 2021.

