

July 29, 2022

Donna and Gerard Fetaz
Box 147
Halkirk, AB T0C 1M0

Dear Donna and Gerard Fetaz:

Re: **Halkirk 2 Capital Power Wind Project – Consultation**

We write further to our email of June 29, 2022 and the Information Sharing Session at the Halkirk Community Hall on June 8 and 9, 2022.

Over the past nine months Capital Power has undertaken a comprehensive program of personal consultation with yourself and other local stakeholders. Through this extensive period of consultation, Capital Power has had considerable opportunity to hear and respond to Project related concerns and have made refinements to the design and layout of the Project as a result.

We wish to take this opportunity to set out the history of our consultation on the Halkirk 2 Amendment Project and with you personally, identifying the concerns you have raised and how those concerns have been responded to by Capital Power.

We also wish to inform you that Capital Power intends to file our Amendment Application with the Alberta Utilities Commission (“Commission” or “AUC”) on the basis of the consultation that has occurred to date.

1. History of Consultation

Capital Power has undertaken a comprehensive Participant Involvement Program (“PIP”) for the refined Halkirk 2 Wind Project, starting in November 2021. This has included two project specific information package mailings (November 2021 and May 2022) to all stakeholders within 2000 metres of the approved project’s boundary. A third project specific information package is being mailed out now at the end of July. It has also involved numerous opportunities for stakeholders to meet with Capital Power and provide their input and ask questions to the project team, including:

- two virtual workshops in December 2021;
- three community drop-in sessions in November and December 2021 at the Halkirk Community Hall; and

- two in-person information sharing sessions at the Halkirk Community Hall in June 2022.

In addition, Capital Power's toll-free number and corporate email were available on an ongoing basis to address questions and concerns during the entire process.

A table setting out a detailed summary of our personal consultation with you is attached to this letter. Capital Power believes that the detailed summary demonstrates that we have undertaken a comprehensive process of consultation with you over the past nine months. During that time many matters have repeatedly been raised and responded to by Capital Power representatives.

2. Capital Power's Actions in Response to Stakeholder Feedback

Through our extensive program of consultation with you and other stakeholders, Capital Power has provided the following responses to concerns that have been raised.

Proximity of Turbines to Aerodrome

Capital Power has listened to community feedback, and your concerns as the owner, regarding continued safe operation of a registered aerodrome (CPE8) in the Project area. As a result, during the planning stages for the revised Project, Capital Power removed numerous wind turbines from within the vicinity of the aerodrome.

Capital Power also engaged an aviation consultant to prepare a report and make recommendations on the basis of the preliminary design layout. The report was shared with stakeholders and resulted in a December 2021 virtual meeting with you as the owner of the aerodrome, Capital Power representatives, and our respective aviation consultants.

Following this meeting, Capital Power made several further adjustments to the locations of wind turbines based on feedback from you and other landowners to address concerns related to the aerodrome. Capital Power removed an additional three wind turbines. Capital Power's aviation consultant prepared a revised report, which was shared with you as the owners of the aerodrome, which concluded the Project can be operated safely given its location and proximity to turbines. Capital Power met in person with you to review the changes and answer any questions.

Capital Power is confident in the safety of the revised Project design, and does not plan to make further changes to the design layout in relation to the aerodrome. Capital Power reiterates its position that TP1247, *Land Use in the Vicinity of Aerodromes*, is not a regulatory document that must be complied with by wind project proponents. Furthermore, this issue has already been considered by the Commission, and the safe operation of non-certified aerodromes near wind turbines has been approved not only in the 2018 approval of this Project, but in other wind project decisions issued by the Commission.

Use of Land Agent – Access Land Services

Capital Power takes the ethics, integrity, honesty and professionalism of our employees and contractors seriously. Allegations of unethical behavior by Capital Power representatives or its agents associated with this Project are unfounded and inappropriate. We respectfully request that such allegations cease immediately.

Access Land Services has worked with Capital Power for more than six years on various projects, providing in-depth knowledge, expertise and conducting respectful interactions with community members. Halkirk 2 Wind is the only project for which we have received any negative feedback about Access Land. Moreover, the alleged issues relate to consultation on the original Halkirk 2 application and were before the Commission at the hearing in Proceeding 22563 in November 2017. None of the complaints were substantiated at the hearing. Capital Power will continue to use Access Land for the historical and current expertise they provide and because of the predominantly positive feedback we have received.

Use of TWP 400

Capital Power has heard concerns that TWP 400 is the main road in the community, used by school buses and emergency vehicles. We understand that the concerns are predominantly about impacts to access associated with construction activities.

Capital Power has extensive experience in construction of wind facilities in agricultural areas and works to minimize impacts to local traffic and farming operations. Our preliminary transportation plan assumes turbine deliveries will be arriving on Secondary Highway 855 and then travel east on TWP 400. This is subject to change based on discussions with Paintearth County and turbine vendors but is the preferred route at present owing to the fact that TWP 400 is built to withstand heavy traffic and accommodate safe two-way traffic.

We will not use any public roads as staging areas and we do not have any construction activities that will require extended road closures. There will likely be brief intermittent closures of a few minutes to accommodate oversize loads. In some instances where collector lines are installed along public road Right-of-Ways, project equipment will be on the road for that work. Any road crossings will be bored under the road to avoid road closures. Traffic control will be present to ensure all temporary closures are managed safely and we will be enforcing a strict speed limit with our contractors. All major deliveries will be scheduled so as not to impede school bus schedules.

Capital Power will communicate daily gravel, concrete and wind turbine component delivery routes and projected schedules through various channels.

Participation Rate

Capital Power has the required amount of land needed to accommodate the redesigned layout. We have not added new land or landowners to the revised project, and we have intentionally not sited any infrastructure on land where landowners have communicated a desire to not be part of the Project.

Halkirk 2 benefits more than those community members who have infrastructure and land access agreements with us. The project will provide positive net benefits to the broader community and the county (e.g., tax revenues, construction jobs and permanent employment opportunities, contracting, supporting local businesses from catering, accommodation, snow clearing, support for local programs and initiatives and community investment including Fire Departments, Community Hall, STARS, CrimeStoppers, Castor Food Bank, Halkirk Elks, Paintearth Family and Community Support Services, Halkirk Bullarama).

Shadow Flicker

Capital Power's consultant, WSP Golder has conducted a shadow flicker assessment for the Project, which predicts and evaluates shadow flicker at 68 receptors corresponding to dwellings within 1.5 km of the project. The assessment predicts potential for shadow flicker at specific receptors. The shadow flicker model considers an expected-case scenario, which uses historical weather data to account for cloudy periods and wind direction. The expected-case scenario includes a number of conservative assumptions which are unlikely to exist during actual operation, but which are modelled to understand the most potentially impactful situation. These assumptions include:

- The turbines are always operating;
- There are no obstacles between receptors and turbines; and
- Receptors are sensitive to shadow flicker in all directions (i.e., "greenhouse mode").

Results of the assessment indicate:

- 38 of 68 (56%) receptors (dwellings) in the Project area will experience no shadow flicker;
- 30 receptors may be affected by shadow flicker to varying degrees; and
- In the expected-case scenario, a maximum of 61 hours per year (<0.7%) of shadow flicker for one receptor is predicted. No other receptors are predicted to receive more than 40 hours per year (0.45%) of shadow flicker.

For shadow flicker to occur several conditions must be met, including that the sun must be shining, the sun must be low in the sky, the turbine blades must be spinning, and the turbine must be oriented such that the blades are not parallel to the line joining the sun and the receptor point.

In the event of shadow flicker experiences at a residence, Capital Power encourages residents to notify us so we can promptly investigate any concerns and work directly with landowners to understand the issue and implement appropriate mitigation, as required, including temporarily pausing wind turbines.

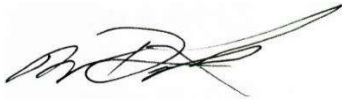
3. Closing

We are confident that the record demonstrates that in our consultation spanning the last nine months, Capital Power has worked diligently to afford you ample opportunities to raise and discuss concerns with representatives from Capital Power. And further, that Capital Power has taken steps to modify the Project based on your feedback.

Consequently, as stated above Capital Power intends to proceed with filing the Amendment Application with the Commission in late Q3/early Q4.

We remain willing to dialogue on matters that are new and have not been addressed to date, but see little value in continuing discussions on matters previously and extensively discussed without resolution. Once the Amendment Application has been filed, the regulatory process will afford you an opportunity to raise any unresolved concerns with the Commission.

Yours truly,

A handwritten signature in black ink, appearing to read 'W. Danek', with a long, sweeping flourish extending to the right.

Wilhelm (Wil) Danek
Senior Business Development Manager
Capital Power

Summary of Consultations with Gerard and Donna Fetaz

Date	Activity
November 2021	<i>Project Specific Information Package No. 1</i> was mailed to all stakeholders within 2,000 metres of the approved Project boundary, including yourselves. Concurrently, the Project's webpage was updated with links to the Project Specific Information Package and additional information.
November 29, 2021	You emailed the Commission, with a copy to Michael Sheehan of Capital Power, requesting the Commission advise what a safe distance would be between an aerodrome and a wind turbine.
November 30, 2021	<p>Mr. Wayne MacKenzie, of the Commission, replied to you stating that you should raise concerns directly with Capital Power.</p> <p>Michael Sheehan, of Capital Power, wrote indicating that Capital Power had engaged an aviation consultant to prepare a report based on the preliminary design layout, and seeking to arrange a telephone conversation or meeting to discuss the report.</p>
November 30, 2021	<p>You emailed Capital Power with a series of questions regarding various topics including:</p> <ul style="list-style-type: none"> • aerodromes; • water source/usage; • location of lay down yard; • aircraft detection lighting system; • resident participation rates; and • whether or not Capital Power had received or considered information relating to the central east transfer out proceeding and associated water damage.
December 2, 2021	<p>You sent an email to Capital Power, the MLA for Drumheller-Stettler, and Paintearth County representatives. The email suggested that Capital Power should facilitate the connection of a water pipeline to the community of Halkirk as part of a lasting legacy.</p> <p>Also, you sent an email to Capital Power with a copy to Dwayne Felzien and Wayne MacKenzie of the Commission. The email</p>

	requested Capital Power provide a copy of its aviation consultant's report prior to a pending meeting so that the report could be reviewed.
December 2, 2021	You participated in a <i>Virtual Workshop</i> . You enquired about the estimated quantity of water to be used for the production of concrete, which was addressed during the meeting.
December 10, 2021	Capital Power responded by email addressing the series of questions you raised November 30, 2021. Also, by reply email, Capital Power advised that the report could be provided as early as December 15, 2021. Capital Power also indicated a willingness and desire to meet with you and any interested community members to discuss the details of the report once provided and answer any questions.
December 13, 2021	You sent an email to Capital Power with a copy to Wayne MacKenzie of the Commission. The email confirmed availability for a virtual meeting on December 16, 2021, and once again requested provision of the aviation consultant's report prior to the meeting.
December 14, 2021	By reply email, Capital Power provided details for the Zoom meeting along with an indication that the meeting would be facilitated, and a request that you share the meeting invitation with anyone else in the community interested in the Project as it related to the aerodrome. Also, at that time, a copy of the Capital Power aviation consultant's report was provided (you acknowledged receipt of the report on December 15, 2021).
December 15, 2021	By way of reply to your email of December 2, 2021, Capital Power indicated that infrastructure projects were outside of power generation, and not projects which Capital Power would generally undertake or be involved with. Capital Power noted that property taxes associated with the project could be used in part to fund such infrastructure projects.
December 16, 2021	You attended the Virtual Meeting hosted by Capital Power with representatives, including Capital Power's aviation consultant Mr. Charles Cormier, and others. In addition, your aviation consultant/lawyer by the name Glenn Grenier of the law firm McMillan LLP attended the meeting. During the meeting discussions of potential impact associated with the revised preliminary design layout were discussed. Capital Power's aviation consultant provided an overview of his report highlighting that TP1247 is not a governing document, and

	<p>advising that the proposed preliminary design layout is safe in relation to your aerodrome. The aviation consultant/lawyer, Glenn Grenier, countered there are still wind turbines that are too close to the aerodrome to allow federally mandated flight procedures to be conducted. A link to download the meeting recording was emailed to you on April 7, 2022.</p>
December 17, 2021	<p>Capital Power emailed you requesting a copy of the report prepared and referenced by your aviation consultant Glenn Grenier, as no advance copy had been provided.</p>
January 18, 2021	<p>You emailed Capital Power an email exchange between yourself and Dwayne Felzien. This email exchange indicated that a summary of Glenn Grenier’s report would be provided, and noted that a request should be made to Capital Power for reimbursement costs associated with the report. The email also contained that it was your position all concerns could be resolved to avoid a costly and timely AUC proceeding at which the report of Mr. Grenier would be presented.</p>
January 26, 2021	<p>By way of reply email dated January 26, 2022, Capital Power indicated Mr. Grenier’s report, when provided, would be considered appropriately. Part of this consideration would include the prospect of potentially adjusting locations of some wind turbines. Capital Power confirmed that a revised design layout would be shared in late February 2022, and that once completed further meetings with yourselves to discuss revisions to the design layout in relation to the aerodrome would be appropriate, including discussion of potential reimbursement of costs.</p>
January 28, 2022	<p>By way of email letter dated January 28, 2022, you communicated having unresolved concerns with the proposed revised Halkirk 2 Wind Project. A copy of the correspondence was sent to Wayne MacKenzie of the Commission and various Capital Power representatives. As part of the letter, you requested a map that identified participating and non-participating land owners overlaid with municipal setbacks and proposed wind turbine rotor widths. The issue of ice throw was raised in relation to animal safety.</p>
February 1, 2022	<p>Mr. Grenier’s office emailed a 35-page letter to Capital Power summarizing his perspectives and initial response to Capital Power’s aviation consultant’s report.</p>

February 14, 2022 Capital Power emailed you responses to applicable comments and questions contained in your January 28, 2022 email, including: on matters related to safety, ice throw, surface water drainage, financial impacts and cost recovery.

February 25, 2022 You provided a letter to Capital Power in response to the concerns identified above. The letter contained specific questions including:

- whether or not Capital Power’s redesign would impact existing and ongoing environmental damage done to neighbouring lands associated with the existing Tinchebray Substation;
- whether Capital Power would consider a cash incentive/settlement to be offered to non-participating land owners that have incurred costs over and above what was awarded in their cost award for proceeding 22563; and
- questions regarding caveats Capital Power currently had registered on Project lands.

March 1, 2022 You emailed Capital Power seeking a percentage number of residential support for the Halkirk 2 redesign.

March 8, 2022 Capital Power emailed you advising that there were enough supportive and participating land owners to move forward with the Project.

By way of further response, Capital Power sought to address your questions and continued concerns relating to ice throw, water drainage, financial impact, cost recovery and caveats.

March 14, 2022 Capital Power emailed you requesting a meeting to present proposed changes to the design layout in relation to the aerodrome.

March 15, 2022 You emailed a request to be provided a copy of the design layout to review with your expert prior to any meeting.

March 17, 2022 You sent another email requesting the proposed changes be shared with the aviation expert and suggesting that you would not be able to meet until this information was provided .

Capital Power replied indicating it would like to meet in person to walk through the changes because the design layout was not final, and advising that Capital Power’s preference was not to

	<p>have drafts circulating in the community. Rather than distributing another project notification package to the community including revised layout design would be occurring in the near term.</p>
March 18, 2022	<p>A telephone message was received from Gerard Fetaz at approximately 7:00 p.m. MST, wherein Gerard apologized for missing the email and offered to still meet on March 18th.</p> <p>An in-person meeting was subsequently scheduled for Friday, March 25, 2022.</p>
March 25, 2022	<p>The aforementioned meeting occurred with attendance by Capital Power representatives Wil Danek and Michael Sheehan meeting in person with yourselves at the Halkirk Community Hall to present revisions to the site layout in relation to the aerodrome. Specifically, Capital Power highlighted that 3 wind turbines had been moved or eliminated from the layout to accommodate your concerns. The revised layout had 3 remaining turbines within 4000 metres of the aerodrome. Capital Power personnel addressed some general questions about the turbine technology and provided a printout showing the 4000 metre radius around the aerodrome with the remaining 3 turbines therein.</p>
March 30, 2022	<p>Capital Power followed up by email providing you a copy of the meeting notes and an electronic file showing the 4000 metre radius around the aerodrome.</p> <p>On this date you also requested the audio recording from the meeting.</p>
March 31, 2022	<p>Capital Power provided the audio recording as requested.</p>
April 6, 2022	<p>You sent an email with revisions to the meeting notes from the in-person meeting of March 25, 2022. You indicated you did not accept the additional changes that Capital Power made to the design layout to accommodate the aerodrome. No mention was made in this communication as to whether or not you shared the changes with your aviation consultant for review.</p>
April 11, 2022	<p>Capital Power provided updated meeting notes consistent with the audio recording and a reply to the comments and concerns raised by you. Capital Power further indicated that it had made significant efforts to listen to and address those concerns, including elimination of numerous wind turbines from the 2018 design as approved by the Commission. Capital Power advised its intention was to move forward with the application and</p>

	indicated you could raise unresolved concerns during the regulatory process.
April 22, 2022	You sent email correspondence to Capital Power’s Michael Sheehan, stating disappointment in Capital Power’s letter of April 11, 2022. Specifically, you wanted to see the remaining three wind turbines within 4000 metres of the aerodrome removed for “community safety”. Yet again, you invited Capital Power personnel responsible for designing the project to take a flight to better understand how the placement of wind turbines would affect the circuit of the aerodrome.
May 6, 2022	Capital Power responded by advising that it was confident in the safety of the revised Project design. Capital Power provided a revised aviation report from its aviation consultant. The report was updated to reflect changes to the project’s design layout since the project layout presented in November 2021. Capital Power indicated it would not be making additional changes to the layout in relation to the aerodrome.
May 10, 2022	You emailed following review of Capital Power’s aviation consultant’s updated report. You shared the view that Capital Power’s aviation consultant’s testimony from projects in Ontario should be preferred, recommending that no turbines be placed within 4000 metres of an aerodrome. You went on to claim that the apparent contradiction in positions between the report prepared in relation to Halkirk 2 and the prior testimony prevented you from accepting the revised report. You suggested further consultation to discuss the “safety of the public, pilots and passengers”.
May 11, 2022	Capital Power replied noting that your email had been shared with the Halkirk 2 Project team and your comments will be considered as part of regulatory process.
June 8, 2022	You attended an <i>Information Sharing Session</i> at the Halkirk Community Hall. You were present from approximately 6:15 p.m. to 8:30 p.m. During the course of the session, you accused Capital Power of making misrepresentations on the aeronautical assessment form that had been prepared in the course of the original hearing, demanded the project participation rate, and claimed confusion with municipal constraint maps. Capital Power listened to these concerns.
June 9, 2022	You attended the second <i>Information Sharing Session</i> at the Halkirk Community Hall. You spoke with the Project team regarding the aerodrome, participation rates, and maps as

discussed the previous day. At that time, you also hand delivered a letter to the Halkirk 2 Project team addressed to Capital Power's President and CEO. The letter included questions and requests for:

- participation rates in the Project;
- differentiation of residents who reside in the Project areas as compared to those who own land but do not reside on it; and sought information regarding Capital Power's knowledge of Transport Canada standard TP 1247E.

In addition, you provided a separate series of handwritten questions that contained historical accusations regarding Capital Power's conduct. Capital Power listened to and received the feedback. Capital Power also accepted the letter which was shared with both the President and CEO as well as the CSO.

June 10, 2022

You again provided the aforementioned letter by email for distribution to Capital Power's President and CEO. Capital Power acknowledged receipt of the letter and associated attachments and indicated materials were shared with members of Capital Power's project team and the President and CEO. It was noted that a reply would be forthcoming.

June 14, 2022

You sent an email to Capital Power with a scanned copy of additional handwritten questions and comments to the attention of the Project Manager. Questions and accusations related to the aerodrome, tactics for signing up landowners, and requests for new municipal constraint maps and a copy of the project team's notes from the information sharing session on June 9, 2022.

June 15, 2022

Capital Power acknowledged receipt of the email and attachments and stated a response would be forthcoming.

June 16, 2022

Capital Power received an email from you requesting contact information for Capital Power's regulatory manager, Santi Churphongphun. No further explanation was provided for the requested contact information.

June 17, 2022

Capital Power responded by reply email, indicating messages to Capital Power's Canada development email inbox would be forwarded to the appropriate person.

Also, you sent an email to Capital Power making reference to a document discussing land use and jurisdictional issues vis-a-vis

aerodromes. Correspondence claimed that Capital Power was circumventing the “legal system” and that all aerodromes are under federal jurisdiction. You again requested the email to be forwarded to Mr. Churphongphun.

By reply, Capital Power confirmed that the email was forwarded as requested.

June 29, 2022

Capital Power sent you an email advising that it was a busy period and we would respond to your email in July.