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NEXTBRIDGE INFRASTRUCTURE LP

Detailed Project Plan for Nimoosh Provincial Park for the Ontario East-West Tie Transmission Line Project

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1 INTRODUCTION

The purpose of this Detailed Project Plan (DPP) is to provide the Ministry of Environment, Conservation and Parks (MECP) with details on the activities to be undertaken within Nimoosh Provincial Park during NextBridge Infrastructure LP's (NextBridge) Ontario East West Tie Line Transmission Project ('OEWTL' or 'the Project'). Nimoosh Provincial Park is located within Workfront 10, which is a priority work front to obtain permitting in order to maintain Project schedule.

There are nine (9) DPPs that will be provided for Project activities within their respective protected areas, as summarized in Table 1. The purpose of these DPPs is to identify site-specific interaction(s) with known environmental values in protected areas and to describe proposed construction scope, methods, timing, limitations and mitigation measures to avoid, protect and/or restore these habitat(s).

1.1 Regulatory Context

A competitive bidding process was held by the Ontario Energy Board (OEB) and selected NextBridge to design and build the Project in August 2013. The Independent Electricity System Operator (IESO, formerly the Ontario Power Authority [OPA]¹) originally identified an in-service date of 2018 for the Project, and in 2014, revised the required in-service date to 2020. Due to additional Project hearings held the OEB in the summer of 2018, the ISD was extended to the fall of 2021.

The Project has been identified as a priority project by the Province of Ontario, and a needed Project by the IESO to meet future electricity demand in northwestern Ontario. The Project's Amended Environmental Assessment (EA) application (Golder, 2018a) was approved in March 2019; the EA approval includes a set of Project EA Conditions and Commitments.

Ontario's protected areas are regulated under the *Provincial Parks and Conservation Reserves Act, 2006* (PPCRA), which sets out the legislative framework for the formal protection of Provincial Parks (PP) and Conservation Reserves (CR) and direction for the MECP to manage these areas. Sections 20 and 21 of the PPCRA outline the Conditions of Approval for Resource Access Roads and Utility Corridors that must be considered and addressed by NextBridge during construction planning, execution, decommissioning and operations, in order to support permit approvals by MECP. Conditions of Approval are described in detail in Section 1.3 (below) and addressed throughout this DPP.

Under EA Commitment 1029 NextBridge will provide a DPP for each PP and CR where construction will occur, which should include, but not be limited to, the following information:

1. The pre-construction field reconnaissance approach (Section 6.1);
2. Construction schedule and design information (Section 5);
3. Approaches to protecting environmental values (Section 6);
4. Training and employment opportunities for Indigenous communities; and,
5. Traditional Ecological Knowledge (TEK)/Traditional Land and Resource Use (TLRU) protocol.

This DPP provides details on items 1-3 above; additional information surrounding the application of environmental Best Management Practices (BMP) and contingency plans for the Project can be found in the Project Construction

¹ On January 1, 2015, the OPA merged with the IESO to create a new organization that combines the OPA and IESO mandates.

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Environmental Protection Plan (CEPP) (NextBridge, 2019). Details on items 4 and 5 re: indigenous training, employment, TEK and TLRU are outlined in the Project Overarching DPP (NextBridge, 2019a), and have not been included here based on regulator feedback to avoid redundancy between Project submittals.

1.2 Land Use and Work Permits

A Land Use Permit (LUP), issued by the MECP under the PPCRA is required to allow the Project's transmission line easement (ROW) to exist within a protected area. A Work Permit (WP), issued by the MECP under the PPCRA, is required to clear vegetation, develop or upgrade any temporary roads or watercourse crossings within a protected area. This DPP provides detail to support NextBridge's permit applications for Project activities in Kwinkwaga CR; these applications will be submitted separately, but will refer to this document for construction and schedule details.

In order for land use or work permits to be issued for protected areas crossed by the Project, amendments to individual PP and CR Management Plans are required under the PPCRA, to allow the development of Project infrastructure within the respective protected area boundaries. This process was triggered by the approval of the Project's Environmental Assessment (EA) in March 2019, and is currently in progress. Additional detail on permitting for work within park boundaries is outlined in Section 9.

2 PPCRA SECTION 21 CONDITIONS OF APPROVAL

Section 20 and 21 of the PPCRA (2006) outline the conditions under which new utility corridors may be developed in protected areas. Section 21 outlines the conditions of approval, specifically: that there are no reasonable alternatives, that lowest cost is not the sole or overriding justification, that environmental impacts have been considered and that all reasonable measures will be undertaken to minimize effects. An amendment or an administrative update to each PP management plan, interim management statement, or SCI for each CR is required for MECP to issue permits (see Section 1.4) in areas where the Project crosses protected areas.

Sections 20 and 21 of the PPCRA are summarized as follows:

Section 20 (2) Utility corridors:

(2) Subject to the policies of the Ministry and the approval of the Minister, with or without conditions, utility corridors, including but not limited to utility corridors for electrical transmission lines, are permitted in provincial parks and conservation reserves. 2006, c. 12, s. 20 (2).

Conditions for approval, resource access road, etc.

(3) In addition to the conditions in section 21, in approving a resource access road or trail or a utility corridor, the Minister must be satisfied that when the road, trail or utility corridor is no longer required for the purpose for which it was approved or will not be used for a period of five years or more,

(a) the road, trail or utility corridor will be closed and effective measures will be taken to prevent its use; and

(b) rehabilitation and removal of infrastructure will be undertaken at the direction of the Minister. 2006, c. 12, s. 20 (3).

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Section 21 – Conditions of Approval:

In approving the development of a facility for the generation of electricity under subsection 19 (2), (3) or (4) or approving a resource access road or trail or a utility corridor under section 20, the Minister must be satisfied that the following conditions are met:

1. There are no reasonable alternatives.
2. Lowest cost is not the sole or overriding justification.
3. Environmental impacts have been considered and all reasonable measures will be undertaken to minimize harmful environmental impact and to protect ecological integrity. 2009, c. 12, Sched. L, s. 21.

2.1 PPCRA Section 21 Alternatives Assessment

Project infrastructure crosses through portions of 9 protected areas, as outlined in Table 1. Alternative routing to avoid protected areas to the greatest extent possible was undertaken during the engineering and design and environmental assessment (EA) phase(s), as outlined in the Project's Amended EA Report (Golder, 2018a). The initial alternatives assessment included consultation and engagement with Indigenous communities, regulatory agencies, property owners, interest holders, Crown interests and the general public. A number of alternative routes, including one that avoided PP and CR, were evaluated against the PPCRA Section 21 Conditions of Approval for their potential impact on social (i.e.: proximity to communities or other receptors) and environmental values, with the understanding of Section 21 (2) that lowest cost cannot be the sole or overriding justification for the final routing.

To re-address MNRF concern(s) that the final route crossed sensitive environmental features in PP and CR, additional route alternatives assessments were completed, as outlined in Section 3.3.1.6 and Appendix 3-1-B and 3-II of the Amended EA report (Golder, 2018a). Six (6) alternative routes, with new start and end points that avoided PP and CR were compared against a set of indicators, with the focus of determining the best compromise or balance of environmental and/or social impacts (i.e.: aligning the ROW with existing linear infrastructure, avoiding greenfield construction, avoiding communities) and construction feasibility. The comparative evaluation of routes was completed using the method described in Appendix 3-I and discussed in Section 3.3.2 of Appendix 3-II of the Amended EA report (Golder, 2018a). This assessment concluded that the final approved route remains the best balance of assessment criteria.

The final/approved route was selected not solely or primarily due to lower cost, but because it was determined that there are no reasonable alternatives that concentrate linear infrastructure, minimize new access development, limit greenfield disturbance(s). The final/approved route therefore has the smallest permanent Project footprint and minimizes potential environmental and social impacts to the greatest extent possible.

Results of the alternatives assessments for Nimoosh PP where crossed by the Project are summarized in Section 2.1.1, to demonstrate compliance with the PPCRA Section 21 Conditions of Approval.

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Table 1: Protected Areas Crossed by the OEWTL Project.

Workfront	Protected Area Name	Number of Towers	Approx. Project Footprint within Protected Area (ha)
1	Ouimet Canyon PP	0	0
2	Black Sturgeon River PP	2	7.8
3	Ruby Lake PP	1	2.1
3	Kama Cliffs CR	11	32
3, 4	Gravel River CR	22	56.5
4	Gravel River PP	2	5.4
8	Kwinkwaga Ground Moraine CR	0	7.0
9	Pukaskwa River PP	2	4.0
10	Nimoosh PP	2	11.1

2.1.1 PPCRA Section 21 Compliance

Three (3) route alternatives were assessed for Nimoosh PP and the final route was selected in compliance with PPCRA Section 21 Conditions of Approval. The approved route parallels an existing utility corridor, which concentrates linear infrastructure and operations and maintenance activities to a single area. The approved route is furthest from communities, and has the least area of overlap with the potential aggregate sources. The approved route has the least potential incremental impact to recreational activities, results in the least amount of greenfield disturbance and has the lowest number of established treaty areas. It also has the smallest potential impact to significant wildlife habitat (SWH), crosses the fewest number of wetlands, avoids CLVAs and has the least overlap with potential caribou habitat. Based on the results of the alternative route assessment(s) described above, which consider potential social and environmental impacts, the final route remains the best route in consideration of Section 21 Conditions of Approval. Lowest cost was not the sole or overriding justification for selection of the final/approved route through the park.

2.2 General Requirements and Mitigation for Working within Protected Areas

The following measures will be adhered to for work in protected areas:

- Signage will be posted at unauthorized entry points to the park created by construction access, warning the public of work activity and directing users to the nearest authorized access point.
- No blasting will occur near operating campgrounds, Ontario Trail Network trails or canoe routes on weekends and holidays beginning May Long weekend and ending Labour Day weekend, inclusive.
- Warning signs will be placed 150 m upstream and 100 m downstream of water crossings on scheduled waterways during construction.

In addition, the following mitigation measures shall be implemented for canoe routes and portages in PP and CR:

- Vegetation clearing within a minimum of 90 m around Category A canoe routes (i.e., Pukaskwa River canoe route, White River canoe route and Dog River canoe route) and their associated portage trails will be limited to where necessary for safety. Compatible vegetation (e.g., below 2 m in height) will be retained where practicable;
- Vegetation clearing within a minimum of 30 m around Category B canoe routes (i.e., White River canoe route, Michipicoten River canoe route and Magpie River canoe route) and their associated portage trails

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will be limited to where necessary for safety. Compatible vegetation (e.g., below 2 m in height) will be retained where practicable;

- Vegetation clearing around a canoe route or portage trail will be limited to where necessary for safety and compatible vegetation (e.g., below 2 m in height) will be retained where practicable to meet regulatory requirements and minimize visual impacts from activities;
- The Project shall not block or obscure portage trails or recreational access roads on either side of the ROW (e.g., no stockpiled vegetation or soils at the portage access points);
- During construction, keep portages clear of vegetation debris and maintain the existing grade of the portage such that it remains clear, safe and ready for recreational users; and,
- No disturbance of portages outside of the Project Site and access roads will be permitted.

Section 10 and Table 10 outline the Project's EA Commitments that relate to construction and operations in protected areas.

3 OVERVIEW OF NIMOOSH PROVINCIAL PARK

The Nimoosh PP is a non-operating waterway class park and is located in Workfront 10 south of Obatanga PP (MNR, 2006). Nimoosh PP covers an area of 3,550 ha of Crown land and includes portions of the Dog, Jimmy Kash and Makwa rivers, and many tributary streams from the east (MNR, 2006). The Dog River represents the primary drainage in the Lake Superior basin; and 22 km within Nimoosh PP (Golder, 2018a). The Dog River is an important recreational waterway for fishing, hunting and canoeing. Both the Dog and Jimmy Kash rivers are considered main drainage ways for melting glaciers at the conclusion of the last glacial period, as evidenced by potholes and erratics along the upper valleys (MNR, 2006).

Due to the remoteness and inaccessibility of the park, recreational use is low. There are several unmanaged campsites along the canoe route, as well as one existing hiking trail along the mouth of the Dog River. The overall management intent for Nimoosh PP is to preserve the remote character of the waterway class park, therefore, priority is given to all non-mechanized recreational use (Golder, 2018a).

Nimoosh PP was identified as a candidate for life science Areas of Natural and Scientific Interest (ANSI), specifically areas found within the Jimmy Kash and Makwa River forests. Which include open spruce-pine lichen forests, a preferred habitat of woodland caribou (MNR, 2006).

3.1 Park Classification

Provincial parks policy has evolved since the establishment of Algonquin Park in 1893. Today, PPs are governed by three key tools: *the Ontario Provincial Parks and Conservation Reserves Act* (2006), the Ontario Provincial Parks Policy Statement (1978), and Ontario Provincial Parks: Planning and Management Policies (1992). The latter was amended by the Ontario's Living Legacy Land Use Strategy (MNR, 1999), for PPs established as a result of the Lands for Life planning process.

The PP system incorporates six classes of parks, which are selected to meet representation targets in addition to the protection of special values. Nimoosh PP is classified as a waterway park. Waterway parks are selected river and lake corridors that complement other parks by representing elements of diversity not found within the other park classes. The class target is to establish one waterway park in each ecological district.

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Nimoosh PP falls within ecoregion 3E and ecodistrict 3E-4 and is characterized by boreal forest. The waterway status reflects the park's natural features, as well as its important recreational values to canoeists, campers, anglers and hunters (MNR, 2006).

3.2 Management Statement Summary

The Nimoosh Provincial Park Management Statement (MNR, 2006) became official policy for the Park in 2006, and outlines the management strategy based on four objectives:

- Protection: To protect provincially significant elements of the natural and cultural landscapes of Ontario.
- Recreation: To provide provincial park outdoor recreation opportunities ranging from high-intensity day-use to low-intensity wilderness experiences.
- Heritage Appreciation: To provide opportunities for exploration and appreciation of the outdoor natural and cultural heritage of Ontario.
- Tourism: To provide Ontario's residents and out-of-province visitors with opportunities to discover and experience the distinctive regions of the Province.

Nimoosh PP represents a remote recreational experience, with no existing park infrastructure (MNR, 2006). The approved park management statement (MNR, 2006) provides direction on significant decisions regarding resource stewardship, development, operations and permitted uses with full public and aboriginal consultation.

3.3 Recreation Objective Summary

Nimoosh PP provides opportunities for a variety of high quality recreational uses compatible with the character of the park; the recreation objective for the park is to provide visitors with opportunities such as white water canoeing and kayaking, canoe tripping, and camping. Due to the remoteness of the park, many of the activities are limited to individuals with advanced wilderness experience (Golder, 2018a).

3.4 Utility Corridor Development

There are three existing crossings of the park by utilities. These transmission lines belong to The River Gold Mines Limited power, which crosses twice in St. Germain Township, and a Hydro One transmission line that crosses in Warpula Township to the southeast (MNR, 2006). All public utilities (gas pipelines, transmission lines, communication towers etc.) must avoid the park wherever possible; however, where avoidance is not possible, new utilities may cross to maintain essential public services (OMNR, 2004a). Also, the fulfilment of conditions in Sections 20 and 21 of the PPCRA are required before any work permits will be issued.

Future proposals for utility corridors that may impact the park, will be reviewed on a case-by-case basis. Furthermore, protection of parks features and values will be of the utmost importance and all requirements for approval must meet the *Environmental Assessment Act* (MNR, 2006)

3.5 Project Interaction(s)

The Project ROW crosses the park for approximately 1.1 km and is sited adjacent to the existing Hydro One transmission line to minimize potential adverse environmental effects. Approximately 740 m of new temporary roads is required to access the two (2) new transmission tower sites (F087 and F088) within the park, which are located on either side of the Makwa River (Figure A-4).

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The transmission line conductor crosses the Makwa River between structures F087 and F088 within the park. The total Project footprint or easement required within the park is 11 ha, for which a park management plan amendment is required.

No permanent access roads, camps or laydown sites are proposed within the park; However, two new temporary water crossings will be needed- a snow fill and/or culvert on an unnamed watercourse near F087 (11330.02-WC-A) and a clear span temporary bridge on the Makwa River (11333.00-WC-A). All roads and water crossings will be decommissioned following construction and vehicle access along the transmission line will be blocked at the park boundaries. Water crossings will be installed according to requirements for the protection of fish and fish habitat and riparian areas as outlined in the Project CEPP (Golder, 2018a), Project Standard Operating Procedures (SOP) for water crossing selection and installation (NextBridge, 2019d), and recommended mitigations; including hand falling within 30 m of the Makwa River. Additionally, mitigations resulting from the Workfront 10 Department of Fisheries and Oceans Canada (DFO) Request for Review submission will also be implemented (pending).

4 ENVIRONMENTAL CONSIDERATIONS FOR NIMOOSH PROVINCIAL PARK

Table 2 and Figures A-1 to A-4 in Attachment A outline the location and characteristics of known environmental features located within or adjacent to the Project footprint within park boundaries. These are summarized as follows:

- Structures F087 and F088 fall within an identified area of high Bat Maternity Roost Potential. An Area of 5.89 ha will be impacted by ROW clearing (Table 2, Figure A-1, Attachment A); however, clearing is scheduled for the winter period and therefore no direct impacts to actively maternity roosting is anticipated.
- One (1) seasonal concentration areas for colonial nesting bird breeding habitat (polygons H00143) totaling 124.59 ha is within the park boundary; and 5.85 ha of this habitat type (5%) overlaps with the Project footprint within the park (Table 2, Figure A-3, Attachment A).
- Approximately 6.07 ha of the Project footprint falls within a larger bear management area that spans the entire park, making up 319.55 ha (Table 2).
- There are two new water-crossing required within the park (Table 3), a snow fill/culvert on an unnamed watercourse near F087 (11330.02-WC-A, Figure A-4, Attachment A) and clear span temporary bridge on the Makwa River (11333.00-WC-A, Figure A-4, Attachment A). Drainage culverts and/or cross-ditching may be required to control road surface run-off and will be installed as required during construction. All roads and waterbody crossing are temporary (further details provided in Section 5.3).
- 1545.95 ha of the Discontinuous Distribution Range (DDR) of the Lake Superior Coastal Range (LSCR) herd are within the park, and 6.71 ha of this range will be impacted by the area cleared for the ROW, 4m Offset, and Temporary new road access.

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Table 2: Summary of Environmental Considerations in Nimoosh PP

Feature ID	Environmental Feature	Figure Reference	Area Within Park (ha)	Area within Project ROW (ha)	Area within 4m Offset (ha)	New Temp Road Access (ha)
High	Bat Maternity Roost Potential	A-1	6.80	5.89	0.43	0.04
H00551	Seasonal Concentration Area – Colonial Nesting Bird Breeding Habitat	A-3	124.59	5.85	0.44	0.02
N/A	Bear Management Area	-	319.55	6.07	0.44	0.02
N/A	Discontinuous Caribou Range	-	1545.95	6.07	0.44	0.02

Table 3. Waterbody Crossings in Nimoosh PP

Waterbody Crossing ID	Proposed Crossing Details			Biophysical Habitat Data				Fish Habitat Value (Spawning/Nursery)				Fish Capture Surveys	
	Crossing Type ^a	In-Stream Footprint (m ²) ^b	Ford Required (Y/N)	Bank-full Width (m)	Bank-full Depth (m)	Wetted Width (m)	Wetted Depth (m)	Trout, Whitefish	Northern Pike	Walleye, Perch	Forage Species	Fishing Effort ^c	Fish Capture ^d
11330.02	Snowfill	19.4	No	2.15	0.7	1.77	0.3	-	-	-	-	MT	None
	Culvert ^g												
11333.00	Clear-Span	NA	Yes	15.0	0.4	9.0	0.23	-	-	-	-	EF, MT	WHSC, FNDC, PRDC

Notes:

- ^a All crossing types are temporary. All culvert crossing locations will be crossed via snow fill prior to culvert installation.
- ^b In-stream footprint areas for culverts were calculated by multiplying measured bankfull widths at proposed crossing locations by the length of the proposed culvert. Clear-span structures will not interact with in-stream habitats.
- ^c Culvert outlet velocity was based on a 5 year flow assumption.
- ^d Biophysical habitat data unavailable
- ^e EF = electrofishing, MT = minnow trap
- ^f FNDC = finescale dace, PRDC = pearl dace, WHSC = white sucker
- ^g A snow fill crossing is proposed to support winter construction activity; however, following 2020 winter work, depending on schedule and restricted activity timing windows, a temporary culvert may be installed to support all season access.

5 CONSTRUCTION ACTIVITIES AND SCHEDULE IN NIMOOSH PROVINCIAL PARK

5.1 Proposed Construction Timing

Proposed construction timing for Workfront 10 and Nimoosh PP (located between structures F087 and F088) is outlined in Table 4; all work proceeds from west to east.

As per EA Condition #90 (Table 10), construction activities have been scheduled, as much as possible, to avoid or minimize potential effects on known sensitive areas and features, Restricted Activity Periods (RAP) and peak visitor periods (typically June to September) while meeting the mandated Project In-Service Date (ISD). A screening exercise was completed to compare known environmental features within park boundaries and the proposed construction schedule to RAPs (Section 5.2).

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Clearing and access development is planned for winter 2020, followed by foundation installation. Assembly and erection is planned to occur the following year in winter 2021. Stringing is scheduled in Nimoosh PP in July 2021 and will be brief in duration, lasting approximately one week between towers F087 and F088 (Table 4). Reclamation/road decommissioning will occur as soon as possible after stringing is completed and is scheduled for approximately 5 days in October 2021.

Table 4: Proposed Construction Activity Timing for Workfront 10 (F009 to F118) and Nimoosh PP

Construction Activity	Approximate Start Date*	Approximate Completion Date*
Clearing	January 2020	March 2020
Road Building & Access	January 2020	March 2020
Foundations and Anchors	January 2020	March 2020
Assembly	January 2021	March 2021
Erection	January 2021	March 2021
Stringing	July 2021	September 2021
Decommissioning and Reclamation	September 2021	October 2021

* Schedule dates are based on the most recent TILOs and may be adjusted pending regulatory approval.

5.2 Restricted Activity Period Screening

Table 5 outlines the results of RAP screening against the proposed Project schedule for the key environmental features found within Nimoosh PP (as described in Section 4).

Based on January 2020 clearing start date, work requiring vegetation removal and ground disturbance within the park (i.e., vegetation clearing, road access development, and foundation installation) will occur outside of the RAPs for migratory birds, waterfowl and bat maternity roosting (Table 4). These activities are scheduled during early 2020, with the highest potential for frozen ground conditions, to minimize potential for impacts to wetlands, water quality, amphibians, vegetation and/or rare plant communities within the park. Conductor stringing between structures F087 and F088 is planned during summer of 2021 which is within RAPs for migratory birds and waterfowl, and overlaps with the high park use period by approximately one week. Pre-construction nest sweeps will be conducted to mitigate any potential interactions with breeding birds or waterfowl.

The current schedule of activity within the PP avoids the RAP for amphibian breeding habitat (typically associated with wetlands or wet areas), but overlaps with amphibian hibernation period (October 1 to March 15). Pre-construction surveys of the Project footprint within the park will be conducted in conjunction with wetland surveys, to identify any potential amphibian hibernation microsites and develop appropriate mitigation (i.e.: application of a suitable avoidance buffer).

Adherence to suggested RAPs for in-stream works (i.e culvert installation) is a key mitigation measure to avoid impacts to fish during construction. The current schedule calls for the installation of a temporary snow fill crossing to access structure F087 (1130.02-WC-A, Attachment A, Figure A-4). If all season access is required, a temporary culvert crossing will be installed outside of the suggested RAPs for in-stream works (Sept 1- June 20 for brook trout). Proposed crossing details, biophysical habitat data, fish habitat value (spawning/nursery), and fish capture survey data are summarized in Table 3 and more detailed site cards are provided in Attachment B. Further details on instream construction activities and interactions pertaining to culvert installation, channel dewatering, equipment fording, stream flow alteration are described in Section 5.3. Mitigation measures to be employed are described in Section 6.2.

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Although in-stream works are not anticipated for construction of the clear-span structure over the Makwa River (11333.0-WC-A, Attachment B), a one-time equipment ford (over and back) across the channel may be required to build the crossing (refer to Section 6.2 for further details). Based on the schedule (Table 3), fording activities are planned to occur within the restricted activity period for waterbodies. Mitigation measures are described further in Section 6.2.

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Table 5: Construction Timing and Restricted Activity Period Screening for Key Environmental Features in Nimoosh PP

Identified Feature, Habitat, or Species	Timing Restrictions	Recommended Mitigation	Timing Conflict (Y/N) and Mitigation
Migratory birds	Migratory bird nesting period: April 15 to August 31	Avoid clearing activities during the migratory bird nesting period; recommended setbacks from nesting sites varies from 20 m to 300 m depending on the species	N - No clearing anticipated during RAP for birds
Waterbodies	September 1 to June 20 (fall and spring spawning); and, September 1 to July 15 (fall and spring extended spawning).	Avoid construction activities below the high-water mark (e.g., clearing vegetation, installing or removing equipment crossing structures or fill) during the restricted activity timing window	Y – Equipment fording may be required at the Makwa River. Mitigation as outlined in Section 6.2
SWH – Bat maternity roost habitat	May 15 to August 31* *Recent discussions with MECP regarding timing restrictions for SAR, defined the appropriate bat maternity roosting (low tolerance) period as May 15 to August 31 for the Project (see Project Information Gathering Form (IGF) submitted to MECP for bat maternity roosting, May 24, 2019).	Avoid clearing activities during the maternity roosting period,	N - No clearing anticipated during RAP.
SWH – Bat Hibernacula	October 1 to April 1	Avoid clearing activities within a minimum of 400 m from a known bat hibernaculum entrance. Setbacks for each hibernaculum known to be occupied must be determined in consultation with MECP on a case by case basis. Conduct pre-construction surveys in suitable habitat affected by the Project to determine whether candidate hibernacula are occupied	N – acoustic monitoring confirmed candidate site BH019 is inactive (Golder, 2018a).
SWH – Sharp-tailed grouse lek	General mating season: March to June	Recommended setbacks from lek is 200 m all year round	N - No known grouse leks.
SWH – Raptor nesting sites	Nesting period: March 5 to August 31 <ul style="list-style-type: none"> ■ Bald eagle: March 5 to August 31 ■ Osprey: April 1 to August 15 ■ Northern goshawk: March to June ■ Cooper's Hawk: March to July ■ Sharp-shinned Hawk: April to July ■ Red-shouldered Hawk: March to July 	Recommended setbacks from a raptor nesting site varies from 50 m to 800 m depending on the species <ul style="list-style-type: none"> ■ minimum of 400 m radius buffer on bald eagle nesting site; ■ minimum of 300 m radius buffer on osprey nesting site; ■ minimum of 400 m radius buffer or 28 ha of suitable habitat in the SWH on northern goshawk nesting site; ■ minimum of 200 m radius buffer on barred owl nesting site; ■ minimum of 100 m radius buffer on broad-winged Hawk, coopers hawk, great horned owl, red-tailed hawk, and long-eared owl nesting site; and ■ minimum of 50 m radius buffer on merlin and sharp-shinned hawk nesting site. 	No known raptor nesting sites within 2 km of construction.
SWH – Amphibian breeding habitat	Breeding period: March 15 to June 7 Hibernation Period: October 1 to March 15	Recommended setbacks from breeding sites varies from 30 m to 120 m depending on the type of habitat and species	Y – pre-construction amphibian surveys, mitigation and/or monitoring will be employed as required.
SWH – Moose aquatic feeding areas	Aquatic feeding period: May 1 to June 30	Avoid clearing activities within 120 m from a known aquatic feeding area	N – no known Moose Aquatic Feeding Areas (MAFA)
SWH – Denning site	Denning period varies per species.	Recommended setbacks from denning sites varies from 20 m to 300 m depending on the species	N – no known den sites; pre-construction wildlife surveys and mitigation as required.
Research Plots	N/A	Setback distances of 0 m, 50 m, 75 m, 78 m, 120 m, 150 m and 1,000 m and protection levels 1 (highest level of protection) to 5 (lowest level of protection).	N – no known Research Plots

5.3 Construction Details: Access Roads

Temporary access roads within the Nimoosh PP will be planned and constructed to minimize impacts to the park within topographical constraints. Approximately 740 m (Table 6) of new temporary road access, including two (2) new water-crossings (Table 3) are required within Nimoosh PP:

- One (1) snow fill crossing and/or culvert (11330.02-WC-A, Figure A-4, Attachment A). This crossing is on an unnamed watercourse near F087. A snow fill crossing is proposed to support construction activity during winter of 2020. However, following 2020 winter work, depending on schedule, a temporary culvert may be installed (at a yet to be determined date) to support all season access in advance of construction activities scheduled for the winter of 2021. and;
- One (1) temporary clear-span bridge on the Makwa River (11333.00-WC-A, Figure A-4, Attachment A).

Further details on culvert and clear span bridge installation and waterbody interaction (s) are described in Section 5.3.1 and 5.3.2 respectively.

Table 6: Type and Length of Road Access Required in Nimoosh PP

Road Type	Definition	Length within PP (km)
AE1, AE2	Existing roads – no improvements required	0.00
AU1, AU2	Existing roads – improvements required	0.00
AN	New temporary roads to connect with existing roads along the ROW	0.74
Total Road Length:		0.74

5.3.1 Culvert and Clear Span Bridge Installation

Culverts will be installed using one of the two options below, depending on whether there is water within the bed and bank of the water crossing at the time of installation. All culverts at identified waterbody crossings will be installed under dry conditions and according to Ministry of Natural Resources and Forestry/Fisheries and Oceans Canada *Protocol for the Review and Approval of Forestry Water Crossings* (MNRF and DFO 2017), specifically Section 7 - Approved Water Crossing Standards. Installations will be in accordance with the restricted timing windows discussed in Sections 5.2.

General procedures for culvert installations (dry and flowing channel) are described below:

- **Option 1) There is no water within the bed and bank of the waterbody:**
 - Ensure all materials are on site before beginning.
 - To ensure disturbance is minimized, the location of the culvert will be measured and marked with flagging.
 - Excavate and shape the foundation soil to fit the culvert.
 - Set elevation of the culvert bottom so that 10 % of the culvert diameter will rest below the existing streambed.
 - Ensure the culvert bed is free of lumps, rocks, or waste wood.

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- Culvert inlet and outlet must clear the toe of fills by 0.5 m.
- Maximum culvert grade will be 1%.
- Excessive excavated material will be disposed of in a location that prevents sediment from entering the watercourse (as per requirements in Section 6.2.1 Waterbody Crossings of CEPP) (Golder 2018a).
- Backfill material for the culvert will be a suitable native or imported material.
- If the culvert is < 800 mm in diameter; the culvert will be machine backfilled, followed by tamping.
- If the culvert is ≥ 800 mm in diameter; the culvert will be backfilled in 30 cm lifts and compacted with a mechanical hand tamper until two-thirds of the culvert height is attained.
- The minimum cover over the culvert should be 30 cm or half the culvert diameter, whichever is greater.
- **Option 2) Water is flowing within the bed and bank of the waterbody:**
 - Flowing streams must be dammed and a pump around system installed (Figure 1). A second dam may be required on the downward side to prevent back up water flow to enter the installation site, or to isolate the site for fish salvage, and to prevent fish from re-accessing the site.
 - A sump and secondary pump may be required to remove any seepage that may enter the installation site. The seepage water must be discharged to a well vegetated area to allow filtration of sediment and in a location that will not allow it to flow back into the water body.
 - Ensure all required construction and mitigation materials, including pumps, hoses, plastic sheeting, sandbags, rip-rap, erosion and sediment controls materials and spill response kits are on site, and mitigation is installed under the supervision of an Environmental Monitor.
 - A dam and pump system will be installed as per Figure 1.
 - The full dam material may include, but not limited to, sand bags, aggregate bags, water bladders and plastic barriers.
 - To ensure disturbance is minimized, the location of the culvert will be measured and marked with flagging.
 - Excavate and shape the foundation soil to fit the culvert.
 - Set elevation of the culvert bottom so that 10% of the culvert diameter will rest below the existing streambed.
 - Ensure the culvert bed is free of lumps, rocks, or waste wood.
 - Culvert inlet and outlet must clear the toe of fills by 0.5 m.
 - Maximum culvert grade will be 1%.
 - Excessive excavated material will be disposed of in a location that prevents sediment from entering the watercourse (as per requirements in Section 6.2.1 Waterbody Crossings of CEPP) (Golder 2018a).

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- Backfill material for the culvert will be a suitable native or imported material.
- If the culvert is <800 mm in diameter; the culvert will be machine backfilled, followed by tamping.
- If the culvert is ≥ 800 mm in diameter; the culvert will be backfilled in 30 cm lifts and compacted with a mechanical hand tamper until two-thirds of the culvert height is attained.
- The minimum cover over the culvert should be 30 cm or half the culvert diameter, whichever is greater.
- Fish salvage may be carried out to minimize the impact of dewatering activities on fish. A Fish Research Licence (Licence to Collect Fish for Scientific Purposes) will be obtained through MNRF prior to any fish salvage activities. If necessary, a sump and secondary pump will be installed to remove seepage that enters the installation site. Sumps and pumps will utilize filters to ensure fish are not pulled into the mechanism. The seepage water will be discharged onto well-vegetated ground in a manner that ensures that sediment-laden water does not enter the watercourse.
- Both the inlet and outlet end of the culvert will be stabilized with appropriately sized non-erodible material including, but not limited to, rocks, cobble sized stones and erosion matting, as required to prevent erosion and placed at the original watercourse bank grade to ensure that there is no infilling or narrowing of the watercourse.

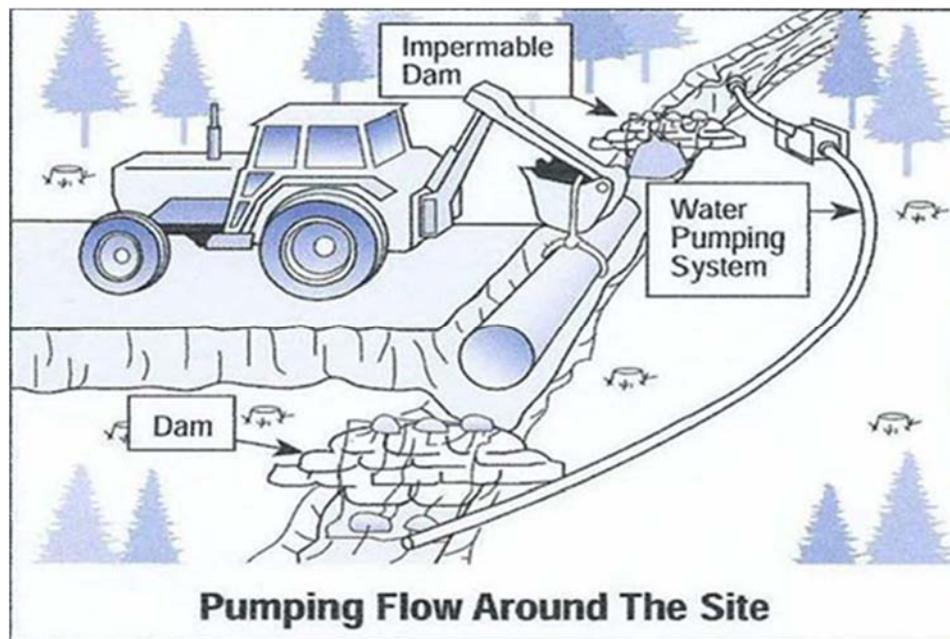


Figure 1: Typical Dam and Pump System for Streamflow Isolation During Culvert Installation

- Decommissioning/removal of temporary culverts will consider the fisheries timing restrictions (as applicable) and be completed with appropriate mitigation (i.e., sediment control) as required to maintain downstream water quality.

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- Upon decommissioning, the site will be stabilized and protected against erosion. Approaches to the watercourse should be stabilized at a 2:1 slope or stable angle of repose for the materials used using site appropriate methods.
- All exposed soil shall be seeded and/or stabilized as soon as possible following completion of activities. Erosion and sediment control measures must be appropriate for the site conditions and maintained until vegetation has re-established and/or exposed mineral soils have been stabilized with rip-rap or appropriately sized non-erodible rock material.
- Materials removed or stockpiled during decommissioning (e.g. grubbing, overburden fill) will be deposited outside the floodplain and stabilized/protected against erosion to ensure material does not enter the watercourse.
- Surface water runoff and road approaches and ditches will be directed away from the watercourse and into vegetated areas. Diagonal berms or waterbars will be installed as required to manage run-off.

Procedures for installation of temporary clear span bridge structures are as follows:

- Place erosion and sediment control measures with follow-up maintenance and effectiveness monitoring, as required.
- Mobilize materials (e.g., rip rap, clear-span, footing, approach railings, granular fill) to work area and then stockpile at a location that is set back a suitable distance from the waterbody.
- Mobilize heavy equipment to work area and set up.
- Prepare bridge abutment on one side of the proposed crossing by excavating the footing location and installing the abutment, recognizing that the bridge abutment must be located above the high-water mark of the waterbody.
- If required, a one-time ford will be used during installation. If needed, the excavator will ford the waterbody and complete the previous step on the other side of the proposed crossing, recognizing that:
 - Forging is not permitted unless approved by MECP and other relevant regulatory agencies;
 - Forging will be limited to a one-time event (over and back if necessary) for one piece of equipment.
 - Prepare bridge abutment on the other side of the proposed crossing.
 - Install bridge girders and attach to the abutments.
 - Install bridge decking.
 - Backfill and complete bridge approaches.
 - Demobilize heavy equipment.

5.3.2 Waterbody Interaction (s)

Based on review of Project schedule, access plan, and known site conditions (surveys), potential project related interactions at the two crossing locations in Nimoosh PP may include:

- In-stream construction activities (i.e. during temporary culvert installation);
- Channel dewatering (during culvert installation); and

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- Equipment fording (i.e. one time crossing to mobilize clear span structures); and
- Stream flow alteration.

Snow fill crossings are proposed to facilitate construction activities during winter 2020.

5.3.2.1 *In-stream construction activities*

In-stream works (defined as activity occurring below the normal high-water mark) are limited to the clearing and access phase of construction, and more specifically to the installation of temporary culverts. Currently, crossing 11330.02 is planned as a snow fill (followed by a culvert if all season access is required), and 11333.00 is a clear-span.

For snow fill crossings where there is a concern on impeding flow and blocking fish passage (during winter thaw) a culvert will be placed above ice prior to constructing the snow fill. If no ice is present at a crossing location, clean snow will be placed in the watercourse to form a bed for the culvert to be placed on. Clean snow and water will be used to construct the snow fill crossing above the culvert. Snow fills do not include dredging, placing fill, or grading or excavating the bed or banks of the watercourse (i.e. no alteration).

Clear-span structures will not interact with in-stream habitats (note – see equipment fording interactions below).

5.3.2.2 *Channel Dewatering*

For the construction of a snow fill crossing, clean water may be required in addition to compacted snow, to reinforce the crossing. This will be completed by pumping debris-free water from the watercourse. Fish screens will be applied to the pump intake to prevent fish entrainment.

Culvert installation will require the temporary isolation and dewatering of a small section of the waterbody (i.e. dam and pump around). This will be completed through installation of an upstream and downstream isolation structure (e.g., sand bags, steel plate, etc.) and a bypass pump to move water around the site and maintain downstream flow. As the isolated section of channel dewateres, fish can become isolated or stranded in the dry section; however, fish salvage will typically accompany this process to avoid stranding and fish mortality.

Specific, to Nimoosh PP, channel isolation and dewatering (i.e. dam and pump around) over a length of 9-12 m may be required at the 11330.02-WC-A crossing location near F087, depending on channel conditions at the time of installation (some streams may be ephemeral or dry). Exact timing of channel dewatering activities (conducted over a brief duration – typically one day) are yet to be determined, but will comply with the brook trout RAP (September 1 to June 15).

5.3.2.3 *Equipment Fording*

Although in-stream works are not anticipated for construction of clear-span structures, a one-time equipment ford (over and back) across the channel may be required to build the crossing. Walking machinery through the channel can affect stream banks and bed and could result in direct mortality of fish at the site. Specific to Nimoosh PP, equipment fording may be required at 11333.00-WC-A (Makwa River) to support the installation of the clear-span structure and following construction completion, decommissioning. No habitat data was collected at this site during the environmental assessment; therefore, it was conservatively given the brook trout restricted activity work window (September 1 – June 15). Fish species identified include white sucker, pearl dace, and finscale dace. Based on the current construction schedule (Section 5.1; Table 3), equipment fording activities are currently planned to occur within the restricted activity work window (September 1 – June 15).

5.3.2.4 Stream Flow Alteration

Snow fills have the potential to alter steam flow by blocking the channel (i.e. damming flow) which may impact fish migration. In order to maintain flow at snow fill crossings where the channel is not completely frozen and flows are maintained under the frozen surface, a culvert will be used with the snow fill. Culverts have the potential to alter stream flow by increasing the outlet velocity of flow, which may impact upstream fish migration and disrupt spawning activities. If all season access is required, a temporary culvert crossing will be installed outside of the suggested RAPs for in-stream works (Sept 1- June 20 for brook trout).

5.4 Clearing Plan

Table 7 and Figure A-3 describe the proposed clearing methods and associated areas within Nimoosh PP, which total approximately 6.19 ha, including 0.47 ha of merchantable timber and 5.58 ha of non-merchantable (including retention areas). Clearing methods will be consistent with the commitments outlined in the Amended Environmental Assessment (EA) Report (Golder, 2018a) and in consideration of MECP feedback.

To determine clearing categories, a GIS/Lidar analysis was completed to define areas as containing merchantable or non-merchantable timber values. Non-Productive areas have no vegetation to remove, such as previously disturbed sites (e.g., existing roads) or grass dominated wetlands. Retention areas are located within the ROW boundaries and represent locations where vegetation is not considered a hazard to the transmission line or in direct conflict with access roads or structure sites.

No clearing occurs in retention areas, which are comprised of low and slow growing vegetation (< 2 m height, or < 3 m mature height), also referred to as 'compatible' vegetation (e.g., compatible with the operational standards for transmission lines). The practice of 'stubbing' or leaving stumps of mature or larger diameter timber will be completed in areas where mechanical clearing occurs to retain wildlife tree values, in accordance with the Hazardous Trees and Ecological Integrity Best Management Practices Primer (V2.1) (Ontario Parks, 2018).

Table 7: Clearing Metrics for Nimoosh PP

Clearing Method	Area (ha)	Clearing Category	Total Area (ha)
Handfall	0.47	Merchantable	0.47
Mulch	5.77	Non-Merchantable	5.85
Non-Productive	0.14	Total Non-Treed	0.14
Retention	0.08	Total	6.19

6 ENVIRONMENTAL PROTECTION AND MITIGATION

The following sections describe site-specific mitigation for features that are not avoided/mitigated through application of RAPs (Table 5, Section 5.2) and how we plan to mitigate.

6.1 Pre-Construction Field Reconnaissance Approach

To protect known or discovered environmentally sensitive features and/or SWH at the site level, pre-construction environmental surveys will be completed by qualified Resource Specialists in advance of clearing or construction operations to identify and/or confirm sensitive features and guide the development and implementation of

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appropriate site-specific mitigation and monitoring protocols to be developed, as required, in consultation with MECP. Pre-construction environmental surveys shall focus on, but not be limited to:

- Wetlands;
- Rare plants;
- Migratory birds/nesting areas;
- Waterfowl nesting areas;
- Known and potential bat maternity roosting habitat;
- Fish and fish habitat (for undocumented stream crossings, or to fill information gaps); and
- Other SWH features – amphibian breeding, reptiles, den sites, etc.

Where previously undocumented SWH or species are identified, these will be reported to the Valard Environment Lead to initiate avoidance and/or site-specific mitigation planning (if not addressed herein) and associated communications with the Owner, Construction Management and MECP. The Biologist/Resource Specialist will provide input on appropriate mitigation, work methods, travel routes and recommended buffer zones. In addition:

- Critical habitats and 'No-go' zones will be identified on site plans and environmental alignment sheets;
- Contingency plans, as outlined in the Project CEPP (NextBridge, 2019) shall be implemented, as appropriate;
- Access or structures may be adjusted away from previously unidentified or microhabitat features, streams or wetlands, if feasible;
- Work crews will be oriented and aware of work activity restrictions associated with SWH;
- 'No-go' zones will be clearly flagged in the field and monitored during construction to ensure work activities avoid identified habitat or features;
- Construction activities may be re-scheduled to avoid RAPs or additional mitigation measures, including construction monitoring, may be required to allow construction to proceed under certain conditions; and
- Approved mitigation measures, such as relocation of the species/feature (if feasible), may be implemented proactively if complete avoidance or work outside of the RAP or recommended buffer zone is not possible.

Throughout construction, Valard's Environmental Management System (EMS) process shall be implemented, which aims to:

- Identify and document critical or sensitive habitats, species or features (known or discovered during pre-construction surveys);
- Screen against construction work plans (based on the 3 week look ahead schedule);
- Identify potential work or timing conflicts;
- Schedule or re-schedule work according to site conditions and/or timing windows;
- Consult with MECP on proposed mitigation, monitor work and implement additional mitigation as required; and

- Document and report to MECP results of any additional mitigation and/or monitoring programs.

6.2 Mitigation Measures for Waterbody Crossings

The proposed installation of temporary culverts and clear-span crossings at all locations in Workfront 10 will follow the mitigation, reclamation and monitoring protocols as outlined in the East-West Tie Transmission Project Environmental Assessment Report Appendix 4-II (Construction Environmental Protection Plan, Section 5.2.1) and the monitoring plans and commitments outlined in the amended EA, specifically Section 7 (Surface Water), Section 13 (Fish and Fish Habitat), and Section 23 (Monitoring, Commitments and Environmental Protection Planning), the Project (SOP) for water crossing selection and installation (NextBridge, 2019d), and mitigations resulting from the Workfront 10 DFO Request for Review submission.

To identify and implement a site-specific mitigation approach, a pre-construction assessment and monitoring of construction at waterbody crossings will be completed as per EA requirements. The assessment and monitoring shall consider:

- Environmental risk or issue and associated legislation and CEPP (Golder, 2018a) requirements,
- Specific equipment, materials, construction methods, and Environmental Monitoring requirements to complete the work,
- Environmentally sensitive areas (ESA) within the construction zone and the avoidance/mitigation measures to protect these features,
- Requirements for crossing site isolation (dam and pump) and fish salvage operations;
- Sediment and erosion control measures required prior to and throughout construction, and
- Surface water quality monitoring requirements.

Site-specific pre-construction assessments and associated mitigation measures are carried out by Project Environmental Inspectors. Commitments made in the amended EA Application that will be adhered to for all watercourse crossings, specific BMPs as well as mitigation measures that will be integrated into the execution plan for the installation of culverts and clear span structures are provided in Tables 18 to 20, in Section 8.2.3 of East West Tie Transmission Project Detailed Project Plan for Workfront 10 (Nextbridge 2019).

6.3 Mitigation for Wetlands

Table 8 outlines ways in which project activities may impact wetlands. The highest potential for negative effects to wetlands is associated with activities that involve vegetation removal and ground disturbance during non-frozen ground conditions (in the spring, summer and early fall). Based on the available mapping, the Project is not anticipated to interact with wetlands in Pukaskwa PP. If wetlands are identified during pre-construction surveys, the following mitigation would apply and other site-specific mitigation and monitoring protocols developed, as required, in consultation with MECP.

Clearing and access development within Nimoosh PP will occur in early winter 2020, when, depending on annual weather patterns, frozen ground conditions are possible. Access will be re-established in winter 2021, as required. Foundation installation occurs in the winter and will likely coincide with frozen conditions, which will reduce the potential for impacts to wetland habitat.

Stringing operations and reclamation/access decommissioning are planned during non-frozen ground conditions; however, the risk of damage associated with these activities will be minimized by following Project environmental

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requirements and implementing standard best management practices during work. The completion of environmental pre-construction surveys prior to stringing and reclamation operations, and monitoring of work occurring in non-frozen wetland habitat(s), will reduce the potential for Project-related impacts.

Permanent effects to wetlands may occur where towers are located within mapped wetland boundaries. Temporary effects to wetlands may be associated with all project activities that overlap with wetlands outside of the frozen/winter period. Puller and/or tensioner sites will be located outside of park boundaries and will not be located on wetlands.

Except where permanent infrastructure is placed within wetland boundaries, all effects to wetlands are expected to be short term in duration, and reversible following decommissioning of roads and reclamation of the Project ROW. Post-construction wetland monitoring will be completed to assess impacts to wetlands and the effectiveness of mitigation measures. Remediation will be prescribed where wetland function has been compromised.

Table 8: Potential Interactions with Wetlands by Project Phase

Project Phase	Duration	Potential Interaction
Construction (Clearing, Access, Foundations, Erection)	January 2019 – March 2021	<ul style="list-style-type: none"> • Alteration of hydrology or water quality • Compaction or damage/alteration of vegetation • Impacts associated with malfunctions / accidents of equipment • Introduction of invasive species
Stringing	July – August 2021	<ul style="list-style-type: none"> • Limited potential interaction, assess during pre-construction surveys.
Decommissioning/ Reclamation	August – October 2021	<ul style="list-style-type: none"> • Sedimentation and erosion from site reclamation activities • Spills or mobile equipment releases
Operations and Maintenance	After 2022 ISD	<ul style="list-style-type: none"> • Spills or mobile equipment releases.

6.4 Clearing and Vegetation Management

Vegetation clearing within the park shall follow the following Best Management Practices and procedures outlined in the Project CEPP (NextBridge, 2019), Workfront 10 DPP, and Hazard Trees and Ecological Best Management Practices Primer (V2.1) (Ontario Parks, 2018). Hand falling will be implemented around the Makwa River (Figure A-4).

Vegetation clearing within 30 m of the Makwa River will be limited to what is necessary for construction safety and NERC operations standards; mechanical clearing is preferred and will be implemented if supported by site conditions (i.e., frozen ground conditions and appropriate soils).

- Compatible vegetation (e.g., conifers below 2 m in height and low growing shrub species) will be retained to minimize visual evidence of disturbance from activities;
- Stubbing of mature or larger diameter trees will be completed as possible to maintain wildlife values;
- Large vegetation debris shall be removed from the site if mechanical clearing is possible; smaller vegetation debris or slash will be left as coarse woody debris to decompose on site. If hand falling is required within the 30-m setback of Makwa River, all coarse woody debris will be left in place on site.
- Clearing within the wetland area(s) will be completed using low ground pressure equipment to reduce compaction and facilitate natural recovery.

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As per EA Commitment 131, the following additional mitigation measures will be in place for construction and reclamation activities in PP:

- Construction equipment, including rig mats, will arrive on the Project Site clean (i.e., free of soil and vegetative debris) and be inspected by an Environmental Monitor before entering the park (as per guidance provided in the *Clean Equipment Protocol for Industry* (Halloran et. al, 2013).
- Grubbing and stripping will be limited to the transmission structure locations (tower and crane pad sites) and temporary access roads.
- Areas prone to erosion will be seeded with an MECP approved, certified seed mix/native cover crop (e.g., cereal crop) as soon as feasible after construction;
- Conifers will be planted as required at any Project-related disturbance off the transmission line ROW in consultation with MECP.
- Herbicides will not be used during construction or post-completion maintenance. Also, herbicides will not be used within 60 meters of any protected areas near the park boundary.

6.5 Erosion and Sediment Control for Construction Activities

Standard or site-specific erosion control measures will be implemented for all work within Nimoosh PP, as required. This may include but is not limited to the following:

- **Preservation of existing vegetation** – retain compatible (low-growing) vegetation at erosion-prone sites where practical. Limit clearing to the minimal area required to complete the proposed work(s);
- **Just-in-Time Grading** – grade only in areas needed for immediate construction activities. This will leave the existing ground cover in place for as long as possible, minimizing the time that soil is exposed to potential erosion; seeding or mulching should be done as soon as possible once the work is completed to re-establish ground cover;
- **Shut Down Considerations** – inspect and maintain erosion and sediment control during shut down periods related to seasonal stoppages, weather-related delays or other issues. Stabilize erosion prone sites prior to planned shut-downs to prevent sediment mobilization;
- **Slope Treatments** – surface roughening is a slope treatment in which depressions or grooves are provided on slopes to help trap seed, reduce runoff velocity and increase infiltration;
- **Seeding** – carried out to stabilize disturbed areas and to establish a temporary cover. Seeding may be either a temporary or permanent practice;
- **Erosion Control Blankets** – typically used on short, steep slopes where there is a high erosion potential and slow vegetation establishment. They typically consist of degradable netting enclosed straw, wood fibre or coconut fibre;
- **Grass lined swales** – shaped sloped depressions constructed to convey run-off. The drainage area should be 2 ha or less and a grade of 1-5%;
- **Buffer strips** – used around construction site perimeters, above steep slopes and around protected/sensitive areas. Often accompanies silt fencing;

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- **Silt fences** – used for controlling sedimentation from sheet and/or rill erosion on relatively short slopes; should not be used where the flow exceeds 0.03 m³/s and should not be used to accommodate a drainage area of more than 0.1 ha per 30 m of fencing;
- **Check dams** – temporary or permanent berms used to divert channel runoff to a desired location (not a watercourse or wetland). They should be limited to drainage areas of less than 1 ha and channel slopes of less than 10%;
- **Sediment traps** – temporary sediment containment installations constructed by excavating and/or embanking an area and diverting sediment laden run-off to said area. Outlets must be stabilized and sediment should be removed when it reaches half the design depth of the trap. Drainage area should be less than 2 ha and storage volumes should be at least 25 m³/ha; berms should not be more than 1.5 m high with a minimum top width of 1.5 m and slopes no steeper than 3:1;
- **Inlet protection measures** – considered the last line of defense; installation consists of a permeable barrier installed around an inlet to reduce sediment content in the water before it enters the inlet; and
- **Dewatering** – happens most often when dealing with water during a diversion event; which may be associated with culvert installations, etc.

7 DECOMMISSIONING ACTIVITIES AND SCHEDULE

Reclamation will commence after stringing activities and commissioning (QA/QC). This will include the removal of all temporary bridges and culverts, if required. Complete reclamation and decommissioning of the roads within the park is planned for October 2021, and is anticipated to be completed within one week (Table 4). All temporary access roads will be decommissioned. Temporary clear-span bridges and all bridge material (deck, rails, stringings and cribs) will be removed and taken off-site. Stream banks may be re-contoured, as needed. If required, a one-time ford will be used during removal of the clear-span bridge.

Reclamation crews will re-contour structure sites to ensure positive drainage. Any berms over 1 m and steep excavated slopes will be re-sloped to a stable angle of repose. Reclamation crews will inspect the ROW and ensure construction waste has been cleaned up and removed from the park. Any imported gravel for overland roads within identified wetlands will be removed and taken to appropriate disposal sites. Geotextile fabric and corduroy material will also be removed. All construction materials will be removed from of the park. All access roads will be fully restored and re-contoured to pre-construction profiles/grade.

Decommissioning of temporary access roads in wetlands would follow the reverse process outlined in Section 5.3. Natural re-vegetation is the preferred method of re-vegetation for wetlands, but any exposed/erodible upland areas will be seeded with an MECP-approved, certified native seed mix to encourage natural site recovery.

- Areas prone to erosion will be seeded with an MECP approved, certified seed mix/native cover crop (e.g., cereal crop) as soon as feasible after construction;
- Conifers will be planted as required at any Project-related disturbance off the transmission line ROW in consultation with MECP.

On federal land, provincial Crown land or municipal land, natural regeneration will be undertaken; noting that this is the preferred method of reclamation where erosion is not expected. Erosion prone areas within the Provincial Parks or Conservation Reserves, will be seeded with a native cover crop (e.g., cereal crop) or certified seed mix approved by MECP as soon as feasible after construction.

7.1 Environmental Considerations for Decommissioning

Environmental features within or adjacent to the Project footprint in Nimoosh PP and associated RAPs were described in Section 5; mitigation is described in Section 6. Based on the proposed decommissioning timing (Fall 2021), the following features may require special consideration (assessment, mitigation planning and/or environmental monitoring) before and during reclamation work:

- **Wetlands** – based on mapping, no interaction with wetlands anticipated. Reclamation and decommissioning is scheduled during non-frozen condition; mitigation should wetlands be encountered may require the use (and subsequent removal) of access mats to support equipment completing reclamation work within the PP. Mats will be pulled out behind the work as individual areas are reclaimed.
- **Public Access Restriction** – access restriction features (gates, rock, or earth berms) will be placed to block public access at park boundaries to prevent use of the ROW corridor by vehicles, snowmobiles or ATVs. Access restriction will be discussed with MECP to ensure alignment on the appropriate method, location, reflective features/signage and other considerations (public safety, alternate access, etc.).
- **Signage** indicating public access restriction will be installed at park boundaries on the ROW, with wording approved by the Park Superintendent.

8 OPERATIONS ACTIVITIES AND SCHEDULE

Two transmission towers (F087 and F088) will remain within park boundaries following construction. Routine operations and maintenance activities will include tower, insulator and conductor inspections and maintenance as well as manual vegetation maintenance, as required to meet operational safety standards. During operations and maintenance activities, the following general procedures apply to all ROW access (refer to Section 1.4 of the Project Overarching DPP (NextBridge, 2019a) for additional information):

- Inspections will be performed via truck, all-terrain vehicle, foot, helicopter, unmanned aerial vehicle, or snowmobile, as appropriate, depending on available access.
- Herbicides will not be used to control vegetation in or within 60 m of the protected area boundary during operations and vegetation maintenance activities; manual clearing is required within the protected area boundaries;
- Where needed, ground access will be conducted with one pick-up truck or all-terrain vehicle using the ROW and existing access roads only. Ground access patrols will likely be conducted by a single person. Personnel will drive on the ROW where terrain permits; however, a dedicated road that follows a direct path from structure to structure in the ROW will not be built, used or maintained during operations.
- Operations personnel will access the ROW using permanent access roads intersecting the ROW. Once on the ROW, personnel will traverse along the ROW using the appropriate vehicle in compliance with required permits or authorizations. It is expected that there will be sufficient access on the ROW to traverse using an all-terrain vehicle, Argo, pickup truck or snowmobile, where terrain allows.
- Personnel may use existing water body crossings where they exist on access roads; however, new permanent crossing structures are not expected to be built for the sole purpose of operations. Therefore, personnel will travel down the ROW until a water body with no crossing structure is encountered, and then turn around and return to the access road used to enter the ROW.

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- If operations personnel determine that an additional water body crossing will be necessary, this will be discussed with the appropriate regulatory authority and required permits or authorizations will be obtained prior to proceeding with the work.
- Operations personnel will not ford water bodies without a permit. If the need for a ford is identified and approved by the appropriate regulatory agency, it will occur if an existing crossing at another location is not available or practicable to use, and in accordance with the conditions of the regulatory approval.
- If there is a maintenance or emergency response activity that requires additional access or additional permitting requirements NextBridge will identify these requirements and consult with the appropriate regulatory authorities, as required. If necessary, NextBridge will coordinate or obtain permission for access from property owners for the use of gates, bridges, and roads.

Access to specific structure sites (F087 and F088) in Nimoosh River PP for maintenance and operations activities will likely be by helicopter or by foot from the edge of the park boundaries; approval and/or Work Permits from MECP will be obtained to conduct routine infrastructure or vegetation maintenance activities within the park boundaries and NextBridge will apply for these in advance of proposed activities.

Details on schedule, methods, mitigation and BMPs for routine transmission line and vegetation maintenance activities are outlined in the Operational Environmental Management Plan (OEMP, Golder 2018b and Overarching DPP (NextBridge, 2019a) for the Project.

8.1 Environmental Considerations for Operations

Routine maintenance activities shall be planned and conducted in consideration of known environmental features and timing restrictions (as outlined in Sections 4 and 5), and in consideration of the PP's peak operating season(s), typically June – September.

9 PERMITTING APPROACH AND SCHEDULE

For Project development within protected areas, all easements and WP are processed by the MECP under the PPCRA. As outlined above, a park management plan amendment is required to issue permits for development of Project infrastructure within PP boundaries. This process was triggered by regulatory approval of the Amended EA submission in March 2019, and is currently in progress by MECP. Permits required from MECP for Project activities within Nimoosh PP (Table 9) include:

- **LUP** – required for the transmission line ROW easement
- **WP** – required for temporary access roads, watercourse crossings, installation, and repair.
- **Research Authorization Letter** – for fish salvage or preconstruction surveys (amphibian re-location, etc.)
- **Species at Risk** - Overall Benefit Permit or Letter of Authorization for SAR habitat present (i.e.: bat maternity roost habitat)

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Table 9: Required Permits, Authorizations and Timing for Nimoosh PP

Permit or Authorization	Issuing Authority	Proposed Submission Timing	Review Period	Date Required to support Project Construction
Section 21 Conditions of Approval (PPCRA)	MECP under the PPCRA	Justification provided within DPP	Unknown	November 31, 2019
LUP – ROW Easement	MECP	September 15, 2019	30 days, concurrent with DPP review	November 31, 2019
WP – Temporary Roads	MECP	September 15, 2019	30 days, concurrent with DPP review	November 31, 2019
Research Permit for Pre-Construction Surveys	MECP	August 15, 2019	30 days, concurrent with DPP review	November 31, 2019
Species at Risk Permit Process	MECP	August 15, 2019	Min 30 days - IGF Min 30 days - AAF Min 90 days - OBP	November 31, 2019

***Note:** Date Required is based on the current TILOS and is subject to change pending regulatory approval.

10 EA COMMITMENTS

Commitments associated with PP and CR outlined in the Amended Environmental Assessment are summarized in Table 10. It should be noted that many of the instances where MNRF is identified as the regulator, it is now MECP.

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Table 10: EA Commitments Related to Protected Areas

EA Commitment #	Commitment
14	The Owner will provide at least 45 days advanced notice of construction activities to recreational users through formal notification in local newspapers and at protected parks and campsites locations (e.g., park entrances).
20	Work Permits and Land Use Permits will be obtained from MNRFP within provincial parks as applicable.
36	The Owner will actively consult with the MNRFP, MECP, and other relevant stakeholders on proposed measures to minimize interruption of recreational use and access restrictions to protected areas.
37	Clearly mark the boundaries of protected areas along the right-of-way (ROW).
73	The Owner will work with the Ontario Parks to plan construction around the peak park season, from June to September, where the Project Site is located within a provincial park.
76	No blasting near provincial parks on weekends and holidays beginning May Long weekend and ending Labour Day weekend, inclusive.
79	<p>Implement the following mitigation measures for canoe routes and portages:</p> <ul style="list-style-type: none"> • vegetation clearing within a minimum of 90 m around Category A canoe routes (i.e., Pukaskwa River canoe route, White River canoe route and Pukaskwa River canoe route) and their associated portage will be limited to where necessary for safety and compatible vegetation (e.g., below 2 m in height) will be retained where practicable (MNRFP 2015); • vegetation clearing within a minimum of 30m around Category B canoe route (i.e., White River canoe route, Michipicoten River canoe route and Magpie River canoe route) and their associated portage will be limited to where necessary for safety and compatible vegetation (e.g., below 2 m in height) will be retained where practicable (MNRFP 2015); • vegetation clearing around a canoe route will be limited to where necessary for safety and compatible vegetation (e.g., below 2 m in height) will be retained where practicable to meet regulatory requirements and minimize visual evidence of disturbance from activities; • retain compatible vegetation (e.g., below 2m in height) around a portage where practicable to meet regulatory requirements; • maintain visibility of portage on either side of the ROW (e.g., no stockpiled vegetation or soils at the portage access points) and access roads for recreational user accessibility; • during construction, keep portages cleared of vegetation debris and maintain the existing grade of the portage in a manner that it is safe for the recreational users; and • no disturbance of portages outside of the Project Site and access roads will be permitted."
90	Construction activities will be staged in protected areas to avoid or minimize potential effects on ecologically sensitive areas, life cycle periods, and peak visitor periods, when construction schedule allows. Mitigation will be applied to reduce negative effects on protected areas.

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EA Commitment #	Commitment
99	<p>Avoidance of the Critical Landform/Vegetation Association (CLVA) in Gravel River Conservation Reserve was not practicable as a change in routing design at that location would result in additional greenfield disturbances. The following measures will be implemented to mitigate potential effect of the Project on this CLVA:</p> <ul style="list-style-type: none"> • Obtain a work permit from the MNRF under the Provincial Parks and Conservation Reserves Act for development within a CLVA; • The Owner will employ the services of qualified Environmental Inspector(s) to guide implementation, monitor and report on the effectiveness of the construction procedures and mitigation measures for minimizing potential impacts; • Clearly mark known site-specific features (e.g., rare plant, wetland, water body, SWH) and associated setbacks as shown on the Environmental Alignment Sheets and the Access and Construction Environmental Maps. • Flag undisturbed adjacent areas to the extent required to protect adjacent seed sources from being affected. • The Owner will review protective and mitigative measures with the General Contractor (Valard). • The Owner will follow weed control and management measures outlined in the Weed Management Plan (refer to Section 8.4)
130	<p>Reduce unauthorized users and access to protected areas by installing signage and other appropriate barriers on access roads where permissible by MNRF/MECP.</p>
131	<p>Implement the following mitigation measures when construction is required in provincial parks:</p> <ul style="list-style-type: none"> • construction equipment, including rig mats, will arrive on the Project Site clean (i.e., free of soil and vegetative debris); • confine grubbing and stripping to the transmission structure locations and new access roads; • seed areas prone to erosion with a native cover crop (e.g., cereal crop) and certified seed mix approved by the applicable regulatory agency as soon as feasible after construction; • plant conifers when reclaiming laydown yards, construction camps, and storage yards and other disturbances located off of the transmission line ROW and in consultation with the landowner or communities and applicable regulatory authority. • the use of herbicides during construction is prohibited.
283	<p>Water body crossings will be designed and constructed in compliance with LRCA, DFO and/or MNRF regulatory permits and approvals, if applicable, recognizing that all newly installed or upgraded crossing structure at mapped or unmapped water bodies are expected to require permitting through one or more of:</p> <ul style="list-style-type: none"> • O. Reg. 239/13 under the Public Lands Act (administered by MNRF for water body crossings on Public/Crown land), • O. Reg. 454/96 under the Lakes and Rivers Improvements Act (administered by MNRF for water body crossings on Private or Crown Land), • Provincial Parks and Conservation Reserves Act (PPCRA) (administered by MNRF for water body crossings within provincial parks and conservation reserves), • the Fisheries Act and Species at Risk Act (administered by DFO), and • O. Reg. 180/06 for the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses under the Conservation Authorities Act (Government of Ontario 1990a; administered by LRCA for water body crossings in LRCA jurisdiction).

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EA Commitment #	Commitment
1029	<p>NextBridge commits to providing a DPP for each construction workfront and each provincial park and conservation reserve where construction will occur. Per the tables of contents agreed upon with the MECP and MNRF, the DPPs will include, but not be limited to, the following information:</p> <ul style="list-style-type: none"> • the pre-construction field reconnaissance approach; • detailed construction schedule and design information; • approaches to protecting environmental values; • training and employment opportunities for Indigenous communities; and • Traditional Ecological Knowledge (TEK)/Traditional Land and Resource Use (TLRU) protocol. <p>The DPPs will be submitted to the MECP and MNRF for review prior to the submission of MNRF permit applications.</p>
1038	<p>NextBridge commits to install the structure at this location (the Kama Cliffs Conservation Reserve) via helicopter and to remove the access road overlapping the Mazukama Falls area from the Project footprint.</p>
1052	<p>Where there are no reasonable alternatives to avoid the CLVA in Gravel River Conservation Reserve, NextBridge will use low-pressure tread equipment and rig mats, and other mitigation measures agreed upon with the MNRF.</p>

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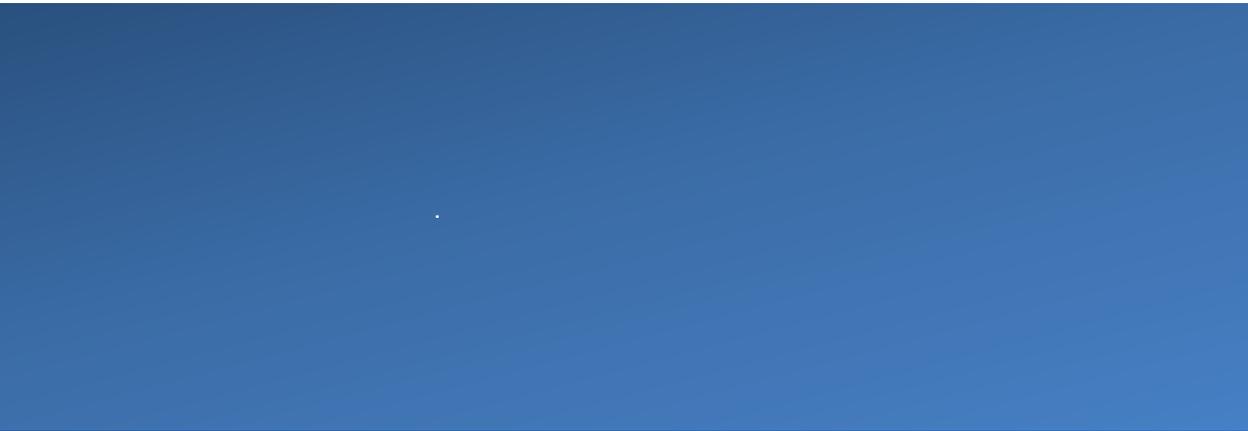
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