

Environmental Assessment Registration

Placentia Area Hiking Trails



Hike Placentia Inc.

July 2023

Table of Contents

1. THE UNDERTAKING	2
2. LOCATION OF THE UNDERTAKING	3
3. DESCRIPTION OF THE UNDERTAKING	6
i. Annie Healey Trail Section	7
ii. Backlands Trail Section	13
iii. Command Centre to Placentia Trail Section (Phase II)	17
iv. The Placentia Loop Section	23
v. Placentia To Point Verde Lighthouse Trail Section (Phase III)	28
4. OCCUPATIONS	31
5. APPROVAL OF THE UNDERTAKING	32
6. SCHEDULE	33
7. CAPITAL COST AND FUNDING	34
8. PROJECT RELATED DOCUMENTS	34

NAME OF THE UNDERTAKING: PLACENTIA AREA HIKING TRAILS

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1. THE UNDERTAKING

Purpose of the Undertaking (Background Information):

The following undertaking is an initiative of the Placentia Chamber of Commerce, the Placentia Lions Club and Hike Placentia Inc. (HPI).

The Placentia Chamber of Commerce’s mandate is to enhance the socio-economic well-being of Placentia and surrounding communities. As part of its mandate, under a provincial initiative called “Sense of Arrival”, the Placentia Chamber of Commerce formed a subcommittee to explore the development of a network of hiking trails in Placentia and surrounding area. From here a Trails’ Committee was formed. This committee then became incorporated as HPI. A partnership was then established by the Placentia Trails’ Committee with the Placentia Lions’ Club as well as the Placentia Chamber of Commerce. This provides the Trails’ Committee with supports and access to resources for trail development. After extensive research and consultation with various provincial government agencies (i.e. Legendary Coasts, Sense of Arrival), community leaders and organizations (i.e. East Coast Trails’ Association, Hike Discovery Trails’ Association, etc.) and a review of the recent provincial tourism exit survey (see below) the Placentia Trails Committee recommended the development of a series of hiking trails in the Placentia area. From there, a plan was developed, research was carried out as well as the initiation of a series of actions to advance the development of a trail system within the Placentia and surrounding area.

A provincial exit survey data sheet, recently made available by Legendary Coasts, indicated that:

- ✓ 79% of visitors hiked during their trip to our province,
- ✓ Hiking is a top activity among all segments of visitors to the province with 60% of visitors hiking our trails regardless of purpose of the trip,
- ✓ Hiking is a popular shoulder activity with 80% of spring vacation travelers and 76% of fall vacation travelers taking in our trails during their vacation,
- ✓ Hikers typically spend more on average compared to visitors overall.

Tourism is a major economic generator in our province and Placentia is ideally situated to take advantage of this. Sixty four percent of the visitors coming off the Argentia ferry are visiting the island for vacation purposes. The goal is to develop this trail network in order to capture tourist’s attention and keep visitors in the region for at least part of their vacation.

Visitors love walking and hiking

Top 5 outdoor activities visitors participate in (% of vacation travel parties)



Visitors enjoy history, culture and food

Top 5 culture and heritage experiences (% of vacation travel parties)



The proposed hiking trails provide visitors to our region with an opportunity to experience all the above and more.

2. LOCATION OF THE UNDERTAKING

Geographical Location:

Placentia is a small rural community in Newfoundland and Labrador located on the southeast side of the Avalon Peninsula. (See Map #1 below).



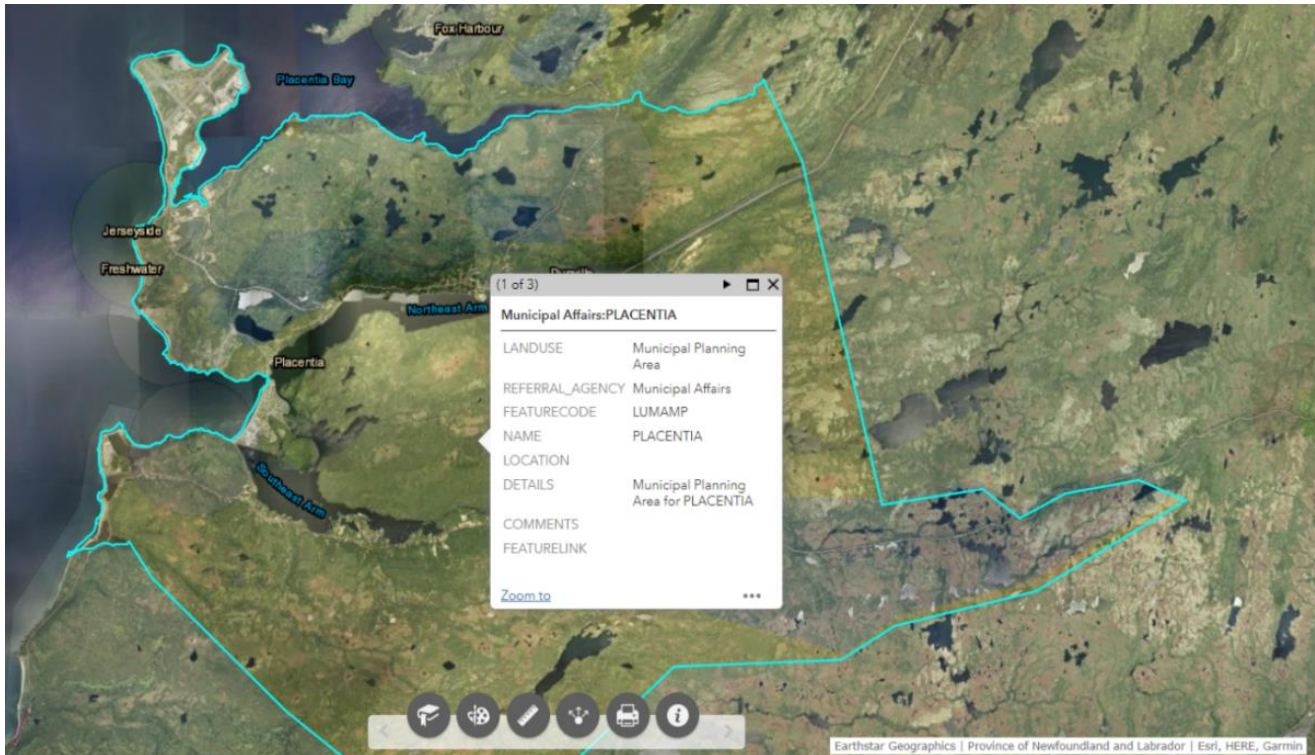
Map #1 – Town of Placentia Location

Placentia Bay is the largest bay in the province of Newfoundland and Labrador. The town of Placentia is located on the east side of Placentia Bay and is approximately a 90 minute drive from St. John's (see Map #2 below).



Map #2 - Region Map

The Placentia Trail system will consist of an approximately 22 kilometer linear hiking trail located within the boundaries of the community of Placentia (see Map #3 below). The Town of Placentia is in support of this trail initiative. A letter of support from the town can be seen in the attached project related documents document (Appendix A – Letter of Support, Town of Placentia).



Map #3 - Town of Placentia Municipal Boundary

The hiking trail will extend from the previous American Naval Base (located in the former community of Argentina), through the community of Placentia and continuing to the light house located in Point Verde. The trail network will pass through Castle Hill National Historic Park. The entire trail is located within the boundaries of the town of Placentia. Town of Placentia Municipal Plan 2014 – 2024 is available at <https://www.gov.nl.ca/mpa/registry/community/placentia/>.

As part of the process to identify the best possible trail location for the development of trails in the region a professional trail consultant (Green Leaf Consultants) was hired to complete a detailed trail assessment, inventory and report on some key trail located in the Placentia area. The report was completed on 10/9/2021. HPI plans to follow the information and guidelines found in the Greenleaf “Trails of Placentia: Trail Network Recommendation.” This would include, but not limited to, trail route location, trail use guidelines, general guidelines for trail development, next steps, preparing for construction, maintenance management, etc.

A copy of the report will be given to a “qualified contractor” hired to construct the trail and the contractor would be expected to follow the guidelines and recommendations outlined in this report where applicable. A copy of the Greenleaf report can be found in the section called Prosect Related Documents; located at the end of this report. The number of workers, salaries, worker qualifications, exact length of time to complete each section of the trail will be determined by the contractor.



Map #4 – Overview Map - 22 km Hiking Trail

3. DESCRIPTION OF THE UNDERTAKING

This section will help the reader to get information and an understanding about the geographic location of trails, physical features, construction and operation of the undertaking (Map #4 above). The five sections of the trail include:

- i. Annie Healey Trail (2.4 km),
- ii. Backland Trail (3.5 km),
- iii. Command Centre to Placentia Trail (7 km),
- iv. Placentia Loop Trail (6 km) and
- v. Placentia to Point Verde Lighthouse Trail (3.5 km)

i. Annie Healey Trail Section

This hiking trail will follow an existing hiking trail and gravel roads. This 2.4 km trail links historical assets and coastal views. It is located on the former Argentia Naval Base and falls under the jurisdiction of the Argentia Port Authority. Included below (Map #5 and Map #6) is aerial photography showing (predominantly) the consultant's recommended route for the trail.



Map #5 - Annie Healey Trail Section

This section of the overall 2.4 km trail is owned by the Argentia Port Authority. The Town of Placentia Municipal Plan 2014 – 2024, Land Use Designations, Section A indicates that most of the trail will pass through a rural designation. The Development Regulations and the Land Use Zoning Map of the Town of Placentia are available at <https://www.gov.nl.ca/mpa/registry/community/placentia/>. Both the Town of Placentia and the Argentia Port Authority are aware of this trail development initiative and are in support of the initiative. The Town of Placentia letter of support can be found in the attachments. Also, the Argentia Port Authority letter of support and the License to Occupy Agreement can be found in the attached documents.



Map #6 - Annie Healey Trail Section

i. Physical Features

The proposed trail will follow an existing hiking trail used by locals in the area. This section of the trail is predominantly made up of old abandoned military roads, a gravel road (currently used and maintained) and a small section that passes through a forested area. It should be noted, a very small section of the trail, that currently runs along a section of dirt road (next to a quarry), would have to be rerouted through a forested area to avoid a quarry. The new proposed trail route (including the rerouted section of the trail) can be seen on Map # 6 above.

The trail will meander its way through various types of terrains. The trail will run through areas of balsam fir/ black spruce forest, along small bog/fen, and similar wet areas, across stretches of rock barren - with minimal ground cover (moss, lichens, low lying herbaceous shrubs, etc.). Tree cover vegetation consists primarily of black spruce and balsam fir. Some locations along the route consist of patches or white birch, larch, pin cherry and mountain ash. Ground cover consists primarily of herbaceous shrubs in the drier areas (i.e., blueberry, Labrador tea, etc.), moss/grasses/sedges (in the wetter areas), and lichens (along the exposed rock barrens).

Wildlife species are limited based on personal and third-party observations. Moose is the dominant large species with rabbit, fox, squirrel, and possibly coyotes rounding off the smaller mammals present. Of note is the fact that there have been reports of black bear sightings in the area. Bird species are limited to your standard Boreal Forest types - crows, gray jays, boreal chickadees, etc. Ruffed and Spruce Grouse have also been observed in the area. Fish habitat is typical of ponds and streams found on the Avalon.

Topography along the route varies. The trail begins at a rock outcrop (97 m above sea level) located on barren land on top of a valley. A lookout will be located here. It then passes over barren land, dips down into a very small valley and crosses a small stream. The trail then continues to elevate upwards until it reaches a height of 121 m above sea level. Next it levels off for a short distance. The trail then declines and connects to an abandoned military road (105 m height above sea level). It continues and follows another abandoned military road that gently slopes downwards to 87 m height above sea level. The last 125 m of this trail section then rises 23 m to connect to the Backlands Trail section.

As indicated on Map #5, the proposed trail will follow a linear route, stretching approximately 2.4 kilometers in length. This section will utilize four different types of surface terrain:

Part A – abandoned military narrow service dirt road approximately 2 m wide.

✓ 567 m

Part B – abandoned military road (paved).

✓ 820 m

Part C – maintained gravel road.

✓ 745 m

Part C – rerouted new trail approximately 0.5 – 1 m wide

✓ 125 m

Part A (1134 sq. m) and C (125 sq. m) of the trail will cover an area of approximately 1259 sq. meters. Part B and C already exist and will not require any trail construction. Thus, this was not included in the size of the area to be affected by the undertaking.

No major physical features exist within the section of the trail (except the roads previously mentioned) and some abandoned military bunkers. Other than small scale water crossings and repairs of existing wooden boardwalks (replace broken boards) over pronounced wet areas and an existing walkway up a sloped area (replace some guardrails), no large-scale infrastructure will be built. In some instances, small scale drainage pipes (i.e., 4-inch diameter weeping tile) will be utilized to reduce surface water runoff and ground water seepage which would adversely affect the trail and walking surface present (i.e., drainage pipe would move water away from the trail surface thus preventing soil erosion of the path over time as well as maintaining a drier walking surface). Such systems will be utilized sparingly to reduce long-term maintenance requirements.

For more information on the above you can refer to the Green Leaf Resources report (re: Annie Healey Trail section - pgs. 9 – 13).

ii. Construction

Given the length of the Trails of Placentia Hiking trail, and the logistical issues involved in accessing the site and the terrain which exist in the area, the work is to be carried out in phases and will be undertaken over a three- year period. In Phase I, physical work will take place on the Annie Healey Trail and

Backlands Trail sections beginning in August of 2023 (dependent on funding). A qualified contractor will be hired to complete the work. The contractor will determine the length of time required to complete the work (i.e., depends on the number of workers the contractor hires). However, it is estimated to take between 15 and 20 weeks to complete Phase I of the trail development.

A work crew will walk along the trail, removing ground vegetation where required (utilizing saws and hand pruners). Larger vegetation will be removed by chainsaw, utilizing only a trained and certified operator. When required for structures to be built or repaired (i.e., boardwalks, bridge, etc.) the crew members will bring lumber to the site by hand, where it will be sawed and placed appropriately.

Since the nature of work being carried out will almost entirely be completed by hand labour, the risk of pollutants entering the ecosystem is very low. The limited use of chainsaws will result in airborne emissions but will be of a very low quantity. Although a possibility exists of gasoline and/or oil being released onto the ground or into nearby water sources while equipment is being operated, measures will be in place to prevent such instances from occurring (i.e., spill response kit on site with the work crew, refueling operations being carried out a minimum of 30 meters away from a water source, etc.). A risk of wildfire is possible but again measures will be in place to prevent and/or control such events from happening (i.e., fire bag suppressant present on the chainsaw operator, fire extinguisher on site, stoppage of work during elevated fire hazard ratings, etc.). A strict "pack in/pack out" policy will be in place for all human generated waste that is created while work is being carried out. Where large-scale machinery will be used in the construction process - of the Annie Healey trail - they will be restricted mainly to the transport and placement of materials. A mini excavator may be required to complete some of the work, but this will be limited. Again, a spill response kit and fire extinguisher will be on hand. Re-fueling will occur at a designated workstation.

As most of the work is hand labour, impact on the environment is expected to be minimal. Wildlife species may be deterred from utilizing the area while work is ongoing due to noise and odours (i.e., exhaust fumes). Such impacts are short term in nature and workers will be constantly changing location as work progresses. Since most of the trail route already exists, no large-scale tree removal will be necessary. For the new proposed re-route, most of its length passes through low, herbaceous shrub mixed with tree cover. Larger trees will be left standing. Only that vegetation that exists on the trail or has fallen across it will be disturbed.

As stated above, most of this trail follows old roads that were built by the US military during WWII to connect military bunkers. These trails are in good shape and will require minimal maintenance. Any work required on these trails (i.e., brushing, repair to boardwalks, etc.) will be limited to these existing corridors. For the new proposed re-route section, the trail will follow the consultant's recommendations (2.5 vertical distance, 2.5 horizontal distance, allowing for a 0.5 m of clearance on each side).

Part of the trail crosses over several small drainage channels (comprised of both seasonal and year-round water flow) along with one larger "brook." The brook crossing is approximately 2 m wide. Note: Currently there is a well-maintained walking bridge across the brook. However, guard rails will have to be installed to meet CSA standard.

- ✓ Lookout #1: A lookout will be constructed at the 0 km mark, overlooking the communities of Fox Harbour and Ship Harbour. The lookout will also provide a

panoramic view of many of the islands in Placentia Bay. It will provide hikers with information on the history and culture of the settlers of Placentia Bay. Furthermore, it will provide hikers with information on the “resettlement” of many of the communities in Placentia Bay.

- ✓ WWII Bunkers: The trail will pass by World War II Military Bunkers.
 - Note: The Provincial Archeologist has been contacted and is currently aware of the proposed trail route and has expressed no conflicts with the proposed route.
 - The proposed trail route will pass near abandoned military bunkers. However, these bunkers are located on Argentia Port Authority (APA) property and fall under the jurisdiction of this APA.
- ✓ Existing Wooden Boardwalk
 - This boardwalk is in good condition. A few of the boards will need to be replaced.
- ✓ Existing Stairs
 - The stairs are in good condition. A few of the boards will need to be replaced. Some of the guard rails have fallen and need to be repaired. Also, brush will have to be cleared around the stairs.
- ✓ Parking Lot Location /Trail Head Location: A paved parking lot (already exists) will be located with the appropriate parking lot signage and trail head signage (see Map #6).
- ✓ Washrooms / Eating Area / Garbage: The APA currently has a Pavilion located in the area. (see Backland Trails Aerial Photography map on page 12). The APA is responsible for the maintenance of the facility.

HPI will follow the recommendations and guidelines outlined in the consultant’s report when constructing and /or maintaining trails. For more information on the above you can refer to the Green Leaf Resources report for recommendations related to rail construction. This documents is attached to the report.

iii. Operations

This section of the overall 22 km trail is owned by the Argentia Port Authority. However, responsibility for the operation of this section of the trail, as well as the entire 22 km Placentia Area Hiking Trail, will fall under HPI. As the trail is a permanent facility, its operation will last in perpetuity. Expected peak trail use is expected to occur between mid-June and mid-October. However, the hiking trail will be available for use all year round, weather permitting.

This is a non-intrusive tourism-oriented hiking trail. The only ongoing operations will have to do with regular trail maintenance activities. Maintenance inspections will be completed at least twice a year (spring and fall-scheduled) and following major storm events (unscheduled). Seasonal maintenance activities include vegetation control, surface repairs due to washouts (good trail design should minimize this), general cleanup and structural maintenance/repairs of wooden structures. Work during this phase of operation will be completed primarily using hand labour. Thus, the potential impact on the environment is expected to be minimal.

Hiker numbers on an annual basis along this trail route are expected to be within the low hundreds (300-400), increasing over time as the route becomes more known. No more than 1000 users per year are expected over the long run.

It should be noted, due to the nature of this section of the trail (old abandoned military service roads and gravel roads), some sections of the trail are currently being used by motorized vehicles, although very limited use, (i.e., ATV operators). Consequently, some parts of this trail will be a multi-use trail and other parts will be for pedestrian traffic only.

During the operation phase, HPI will continue to follow the recommendations and guidelines outlined in the consultant's report. As stated previously, for more information on the above you can refer to the Green Leaf Resources report for recommendations related to this.

ii. Backlands Trail Section

This section of the trail route (3.5 km) will follow a combination of currently used gravel roads, old abandoned military gravel service roads and an old existing hiking trail that was built by the US military during WWII to connect military bunkers (see Map # 7 below).

This section of the trail is owned by the Argentia Port Authority. The Town of Placentia Municipal Plan 2014 – 2024, Land Use Designations map (Section A) indicated that most of the trail will pass through a rural designation and a small section of the trail will pass through an industrial designation (see Map #7 below).



Map #7 - Backlands Trails Section

i. Physical Features

As indicated above, this section of the trail is predominantly made up of old abandoned military roads, a gravel road (currently used and maintained) and a small section that passes through a forested area. The type of terrain and habitat on this section of the trail is like the Annie Healey Trail.

The trail would run through areas of balsam fir/ black spruce forest, along small bog/fen and similar wet

areas, across stretches of rock barren - with minimal ground cover (moss, lichens, low lying herbaceous shrubs, etc.). Tree cover vegetation consists primarily of black spruce and balsam fir. Some locations along the route consist of patches of white birch, larch, pin cherry and mountain ash. Ground cover consists primarily of herbaceous shrubs in the drier areas (i.e., blueberry, Labrador tea, etc.), moss/grasses/sedges (in the wetter areas), and lichens (along the exposed rock barrens).

Moose is the dominant large species with rabbit, fox, squirrel, and possibly coyote rounding off the smaller mammals present. Of note is the fact that there have been reports of black bear sightings in the area. Bird species are limited to your standard Boreal Forest types - crows, gray jays, boreal chickadees, etc. Ruffed and Spruce Grouse have also been observed in the area. Fish habitat is typical of ponds and streams found on the Avalon.

Topography along the route varies. The start of this trail, where it connects to the Annie Healey trail, begins at an elevation of 110 m above sea level on a gravel road. The trail continues upward (app. 500 m) on the gravel road to an existing lookout located on barren land 137 m above sea level. Next it meanders downslope. (app. 900 m) on an old hiking trail through the woods passing through balsam fir/ black spruce forest, along small bog/fen, and similar wet areas. Trees have been cut throughout this part of the trail. The next part of this trail (app. 425 m long) connects to an old abandoned military road that slopes uphill and then downhill and connects with a gravel road (90 above sea level) used to reach a water supply. Large sections of this area have been clear cut in the past. A young growth balsam fir / black spruce forest is growing in this area. The trail then follows a gravel service road downhill (app. 875 m) to a paved road at the bottom of the hill where a pavilion (with washrooms and eating area) is located (6m above sea level). The final part of this trail follows an old, abandoned railway track (800 m) to Charter Ave. (main paved road that leads to the Argentina Ferry terminal). This part of the trail is overgrown with mature balsam fir and black spruce.

This section will utilize four different types of surface terrain.

Part A – maintained gravel roads

✓ 1375 m

Part B – old existing hiking trail (0.5 – 1 m wide)

✓ 900 m

Part C – old abandoned military gravel roads (2 m wide)

✓ 425 m

Part D – old abandoned railway track 2 m wide

✓ 800 m

Part B (900 sq. m), Part C (850 sq. m), and Part D (1600 sq. m) of the trail will cover an area of approximately 3350 sq. meters. Part A already exists and will not require any trail construction. Thus, this was not included in the size of the area to be affected by the undertaking.

No major physical features exist within the section of the trail except for the roads previously mentioned and two existing lookouts. Other than the installation of a wooden boardwalk (app. 7 m long) over a wet area no large-scale infrastructure will be built. In some instances, small scale drainage pipes (i.e., 4-inch

diameter weeping tile) will be utilized to reduce surface water runoff and ground water seepage which would adversely affect the trail and walking surface present (i.e., drainage pipe would move water away from the trail surface thus preventing soil erosion of the path over time as well as maintaining a drier walking surface). Gravel will be placed on the old existing hiking trail part where needed to improve the walking surface in some area. This is expected to be minimal. Such systems will be utilized sparingly to reduce long-term maintenance requirements.

Lookout # 2: This lookout (overlooking the former military airstrip, the Marine Atlantic Ferry Terminal and Placentia Bay) already exists. This lookout is in good shape and will need only minor repairs. Some of the guardrails are missing and must be replaced.

Lookout #3: A second lookout also overlooks the former military airstrip; the Marine Atlantic Ferry Terminal and Placentia Bay already exists. This lookout is in good shape and will need only minor repairs. Some of the guardrails are missing and must be replaced. Also, some broken boards will need to be replaced.

Pavilion: A pavilion (with washrooms and eating areas) is located on this section of the trail (see Map # 7). This facility is owned and maintained by the Argientia Port Authority. The APA is responsible for the maintenance of this area.

For more information on the above section of the trail route you can refer to the Green Leaf Resources report located in the section on supporting documents. (re: Annie Healey Trail section - pgs. 14 – 17).

ii. Construction

As previously stated, Phase I will include the construction and development of the Annie Healey Trail and Backlands Trail. Phase I physical work will take place beginning in August of 2023 (dependent on funding). This work is estimated to take between 15 and 20 weeks to complete.

Given the length of the Trails of Placentia Hiking trail, and the logistical issues involved in accessing the site and the terrain which exist in the area, the work is to be carried out in phases and will be undertaken over a three- year period. In Phase I physical work will take place on the Annie Healey Trail and Backlands Trail sections beginning in August of 2023 (dependent on funding). A qualified contractor will be hired to complete the work. The contractor will determine the length of time required to complete the work (i.e., depends on the number of workers the contractor hires). However, it is estimated to take between 15 and 20 weeks to complete Phase I of the trail development.

A work crew will walk along the trail, removing ground vegetation where required (utilizing saws and hand pruners). Larger vegetation will be removed by chainsaw, utilizing only a trained and certified operator. When required for structures to be built or repaired (i.e., boardwalks, bridges, etc.) the crew members will bring lumber to the site by hand, where it will be sawed and placed appropriately.

Since the nature of work being carried out will almost entirely be completed by hand labour, the risk of pollutants entering the ecosystem is very low. The limited use of chainsaws will result in airborne emissions but will be of a very low quantity. Although a possibility exists of gasoline and/or oil being released onto the ground or into nearby water sources while equipment is being operated, measures will be in place to prevent such instances from occurring (i.e., spill response kit on site with the work crew, refueling operations being carried out a minimum of 30 meters away from a water source, etc.). A risk of wildfire is possible but again measures will be in place to prevent and/or control such events from happening (i.e., fire bag suppressant present on the chainsaw operator, fire extinguisher on site, stoppage of work during elevated fire hazard ratings, etc.). A strict "pack in/pack out" policy will be in place for all human generated waste that is created while work is being carried out. Where large-scale machinery will be used in the construction process they will be restricted mainly to the transport and placement of materials. A mini excavator may be required to complete some of the work, but this will be limited. Again, a spill response kit and fire extinguisher will be on hand. Re-fueling will occur at a designated workstation.

As most of the work is hand labour, impact on the environment is expected to be minimal. Wildlife species may be deterred from utilizing the area while work is ongoing due to noise and odours (i.e., exhaust fumes). Such impacts are short term in nature and workers will be constantly changing location as work progresses. Since most of the trail route already exists, no large-scale tree removal will be necessary. For the new proposed re-route, most of its length passes through low, herbaceous shrub with minimal over story tree cover. Larger trees will be left standing. Only that vegetation that exists on the trail or has fallen across it will be disturbed.

As stated above, most of this trail follows old roads that were built by the US military during WWII to connect military bunkers. These trails are in good shape and will require minimal maintenance. Any work required on these trails (i.e., brushing, repair to boardwalks, etc.) will be limited to these existing corridors. For the new proposed re-route section, the trail will follow the consultant's recommendations (2.5 vertical

distance, 2.5 horizontal distance, allowing for a 0.5 m of clearance on each side).

iv. Operations

This section of the overall 22 km trail is owned by the Argentia Port Authority. However, responsibility for the operation of this section of the trail, as well as the entire 22 km Placentia Area Hiking Trail, will fall under HPI. As the trail is a permanent facility, its operation will last in perpetuity. Expected peak trail use is expected to occur between mid-June and mid-October. However, the hiking trail will be available for use all year round, weather permitting.

This is a non-intrusive tourism-oriented hiking trail. The only ongoing operations will have to do with regular trail maintenance activities. Maintenance inspections will be completed at least twice a year (spring and fall-scheduled) and following major storm events (unscheduled). Seasonal maintenance activities include vegetation control, surface repairs due to washouts (good trail design should minimize this), general cleanup and structural maintenance/repairs of wooden structures. Work during this phase of operation will be completed primarily using hand labour. Thus, the potential impact on the environment is expected to be minimal.

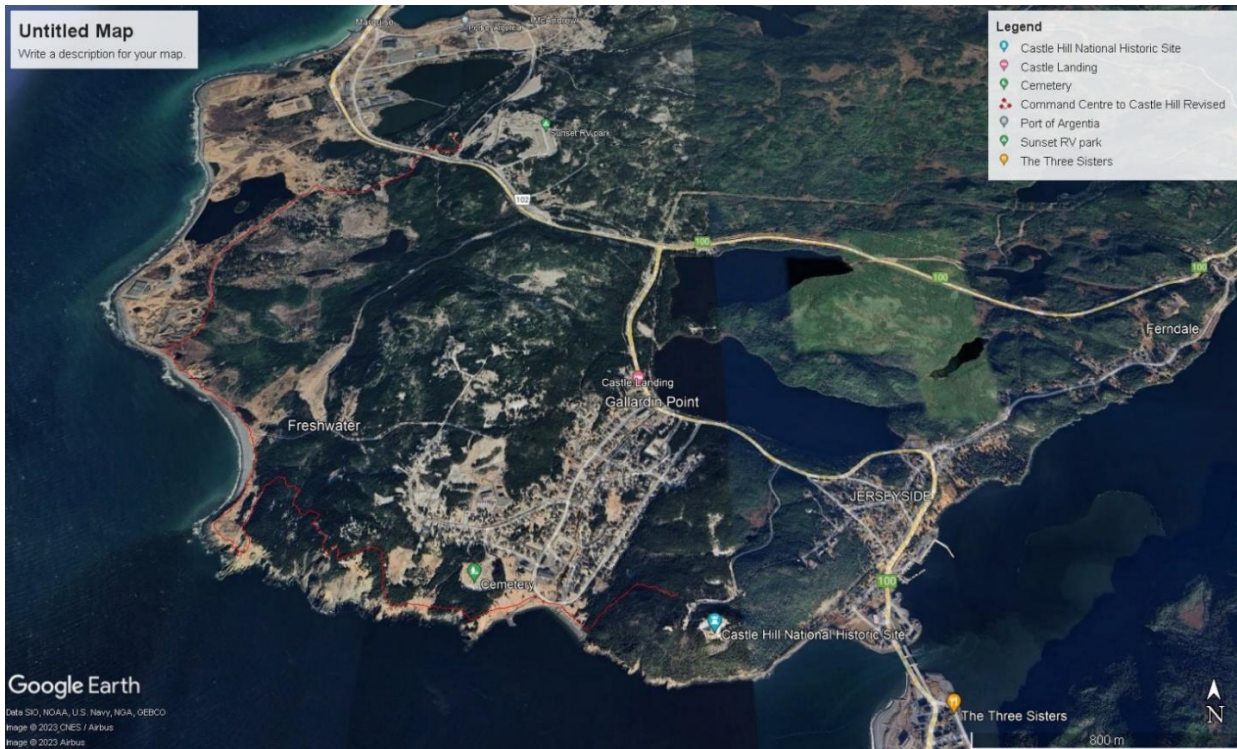
Hiker numbers on an annual basis along this trail route are expected to be within the low hundreds (300-400), increasing over time as the route becomes more known. No more than 1000 users per year are expected over the long run. It should be noted, due to the nature of this section of the trail (old abandoned military service roads and gravel roads), some sections of the trail are currently being used by motorized vehicles, (although very limited use, (i.e., ATV operators). Consequently, some parts of this trail will be a multi-use trail and other parts will be for pedestrian traffic only.

During the operation phase HPI will continue to follow the recommendations and guidelines outlined in the consultant's report. As stated previously, for more information on the above you can refer to the Green Leaf Resources report for recommendations related to this.

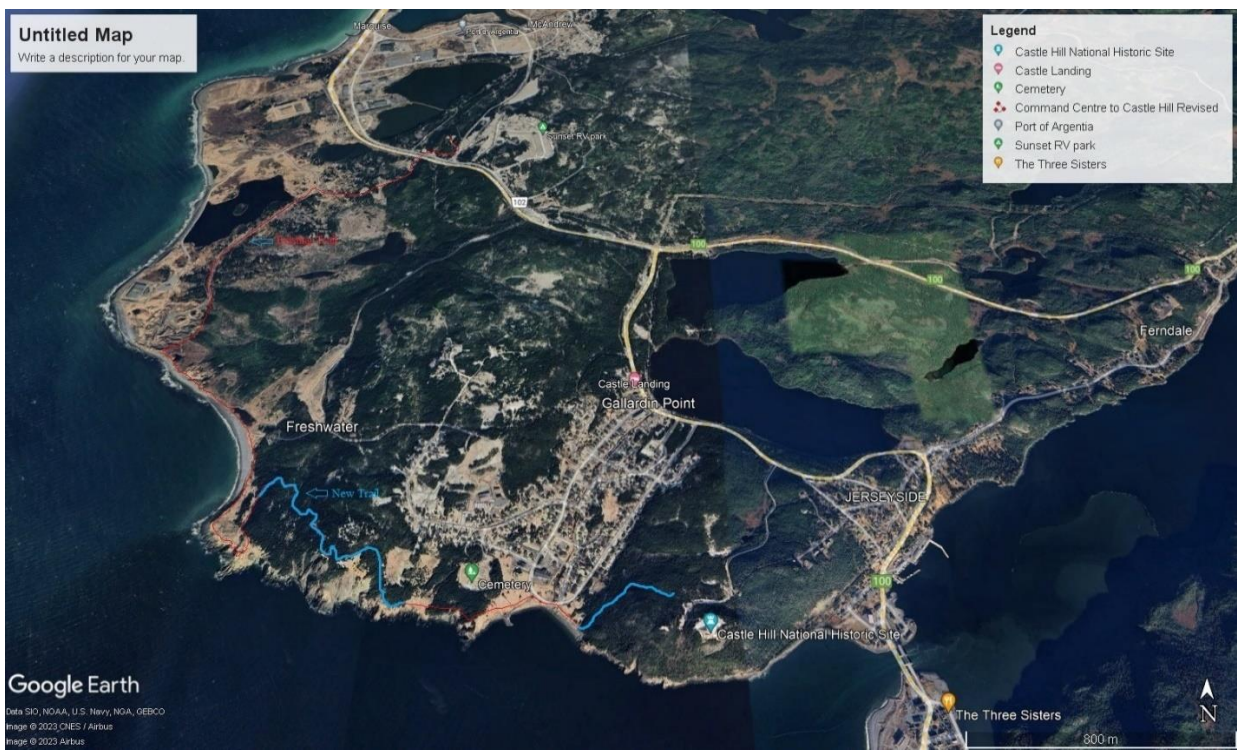
iii. Command Centre to Placentia Trail Section (Phase II)

Upon completion of Phase I of the undertaking Phase II will commence the following year. Phase II will include the construction of the Command Centre to Placentia and the Placentia Loop sections of the trail.

The Command Centre to Placentia trail section is a 7 km trail that would connect the Command Centre in Argentia to Castle Hill and then continue onto the town of Placentia. The Placentia Land Use Map indicates the proposed trail will bypass a Mineral Working Zone and pass through a Rural Zone and connect with a Heritage Conservation Zone. This route showcases some key historical features in the region and offers some great views along the coast. The hiking trail will predominantly follow existing trails and dirt roads. This section of the 22 km hiking trail will pass by several historical assets on the former WWII Argentia Naval Base (i.e., pill boxes, bunkers, Command Centre). There is a long-term plan to develop these assets in the future. However, the development of these assets is not part of this Environmental Assessment Registration. See Map #8 and Map #9 and Map #10 below proposed for trail route.



Map # 8 - Command Centre to Placentia Trail Section Route



Map # 9 - Command Centre to Placentia Trail Section

Note: The red line indicates (predominantly) existing trail route in this photo. Part of this trail route is

made up of existing gravel roads and part of the trail route is comprised of old hiking trails. The blue line indicates the location where a new trail will be constructed.

The yellow trail route located on the map of Castle Hill Historic Park below (Map # 10) line will connect the proposed hiking trail to Castle Hill National Park (subject to approval of Parks Canada). A letter was sent to Glenn Keough, Visitor Experience and National Historic Site Manager (Parks Canada), requesting a meeting to discuss the above. As a result of the meeting the part of the proposed hiking trail connecting the Command Centre to Placentia is currently under review by Parks Canada.



Map # 10

The land in this section of the trail passes through land under the jurisdiction of: Argentia Port Authority, the Town of Placentia, Crown Lands and Parks Canada. As previously stated, HPI has acquired a License to Occupy Agreement with the Argentia Port Authority and the Town of Placentia. Placentia Hike Inc. is in the process of applying to Crown Lands for a License to Occupy Agreement for parts of the trail located on Crown Lands. Where applicable a License to Occupy agreement will be put in place with the other parties if necessary (i.e., Parks Canada land).

i. Physical Features

The proposed trail begins at the Command Centre (48 m above sea level), connects to the end of the Backlands Trail and then crosses a paved road to a clearing (app. 0.4 km). Note: A new trail (through mature balsam fir/ black spruce forest) will have to be constructed from the Command Centre to the paved road. Next the trail will pass by two old WWII guns and follow a series of old military gravel roads to the ocean (app. 2.4 km).

This part of the trail passes through land that was cleared by the Americans in the 1940's. The trail then follows the coastline for approximately 1.4 km until it meets a grassy headland that rises to 21 m above sea level. Next the trail circles and meanders uphill through a forested area for approximately 1 km until it reaches a high point next to the ocean at an elevation of 97 m above sea level.

From here the trail meanders down a slope following the coastline for 1 km connecting with a road located in the former community of Freshwater. It then follows the coastline along a beach for a short distance then proceeds inland and goes up a slope for approximately 0.5 km to the boundary of Castle Hill Historic National Park. With Parks Canada's permission, a new trail (less than 50 m) will have to be constructed to connect the trail to the existing trails on Castle Hill. The trail then proceeds through the park for approximately 0.6 km to the town of Placentia.

The trail will meander its way through various types of terrains. Parts of the section of trail would run through areas that were cleared for the Argentia Naval base. It will pass over a former dump (grass covered). It will go through areas of balsam fir/ black spruce forest, small bog/fen and similar wet areas, cross stretches of barren rock, bypass an abandoned gravel pit, follow grass covered coastal headlands and skirt along coastal beaches. This area, due to its variety of terrain, is home to a dispersed range of vegetation and wildlife.

Mature tree covered areas consist primarily of black spruce and balsam fir. Some locations along the route consist of patches of white birch, larch, pin cherry and mountain ash. Ground cover (especially in the cleared land) consists primarily of herbaceous shrubs and grass in the drier areas, moss/grasses/sedges (in the wetter areas), and lichens (along the exposed rock barrens).

Moose is the dominant large species with rabbit, fox, squirrel, and possibly coyotes. Bird species are limited to your standard Boreal Forest types - crows, gray jays, boreal chickadees, etc. Ruffed and Spruce Grouse have also been observed in the area. Fish habitat is typical of ponds and streams found on the Avalon. As expected, there is a variety of vegetation and birds typically found in Ocean and coastal habitats.

Topography along the route varies. The trail begins at a height of 48 m, gradually drops to a height of 1m above sea level, rises again to a height of 98 m, drops down again to 3 m, rises to a height 85 m, then back down to 3m.

- **Command Centre**
A former WWII military structure called (by locals) The Command Centre / Hospital is located at the beginning of this trail. The trail will pass by this facility.
- **Parking Lot**
There is a large space in front of the Command Centre that provided parking when the Command Centre was operational during the second World War. This space, however, is currently blocked off by several large boulders and is not accessible to vehicles. This space can be utilized to provide parking for hikers.
- **WW II Guns (see Map 8A)**
Two intact WWII guns are located on this trail section. There is a large space between the paved road and the Guns that is cleared. This space, however, is currently blocked off by several large boulders and is not accessible to vehicles. This space can be utilized to provide parking.

Also, located on the hill above the guns are two military structures. One is a pill box and the other structure (located on the highest point of the hill) appears to be a military lookout.

- **New Trail Construction**
Two new sections of the trail (see Map 9 above – blue line) will have to be constructed. These new trail sections will connect the existing trail to Placentia, as well as lead to spectacular lookouts that provide a panoramic view of the historic town of Placentia and Placentia Bay.
- **Castle Hill National Historic Park.**
The proposed trail network would connect with and pass through Castle Hill National Historic Park. The trail route would utilize the existing trails that currently exist in the park. However, a new trail (app. 10 – 30 m) would have to be built in the park to connect the proposed trail system to the park. An agreement would have to be made with park officials to complete this portion of the trail (see Map #10 above)
- **Crosswalk**
A crosswalk (with appropriate signage, etc.) will need to be installed at the location where the trail crosses Route 100 (Argentia Access Road). Permission will have to be obtained from the provincial government to install the crosswalk.

As indicated on Map #8 and #9, the proposed trail will follow a linear route, stretching approximately 7 km in length. This section will utilize different types of surface terrain:

Part A – gravel road part of trail.

✓ approximately 2.4 m

Part B – other trail surfaces (0.5 – 1 m wide)

✓ approximately 4.6 km

Part B part of the trail will cover an area of approximately 4600 square meters. Part A already exists and will not require any trail construction. Thus, this was not included in the size of the area to be affected by the undertaking.

ii. Construction

In Phase II, physical work will take place on the Annie Healey Trail and Backlands Trail sections beginning in July/August of 2024 (dependent on funding). A qualified contractor will be hired to complete the work. The contractor will determine the length of time required to complete the work (i.e., depends on the number of workers the contractor hires). However, it is estimated to take between 14 and 22 weeks to complete Phase II of the trail development.

A work crew will walk along the trail, removing ground vegetation where required (utilizing saws and hand pruners). Larger vegetation will be removed by chainsaw, utilizing only a trained and certified operator. When required for structures to be built or repaired (i.e., boardwalks, bridges, etc.) the crew members will bring lumber to the site by hand, where it will be sawed and placed appropriately.

Since the nature of work being carried out will almost entirely be completed by hand labour, the risk of pollutants entering the ecosystem is very low. The limited use of chainsaws will result in airborne emissions but will be of a very low quantity. Although a possibility exists of gasoline and/or oil being released onto the ground or into nearby water sources while equipment is being operated, measures will be in place to prevent such instances from occurring (i.e., spill response kit on site with the work crew, refueling operations being carried out a minimum of 30 meters away from a water source, etc.). A risk of wildfire is possible, but again, measures will be in place to prevent and/or control such events from happening (i.e., fire bag suppressant present on the chainsaw operator, fire extinguisher on site, stoppage of work during elevated fire hazard ratings, etc.). A strict "pack in/pack out" policy will be in place for all human generated waste that is created while work is being carried out. Where large-scale machinery will be used in the construction process they will be restricted mainly to the transport and placement of materials. A mini excavator may be required to complete some of the work, but this will be limited. Again, a spill response kit and fire extinguisher will be on hand. Re-fueling will occur at a designated workstation.

As most of the work is hand labour, impact on the environment is expected to be minimal. Wildlife species may be deterred from utilizing the area while work is ongoing due to noise and odours (i.e., exhaust fumes). Such impacts are short term in nature and workers will be constantly changing location as work progresses. Since most of the trail route already exists, no large-scale tree removal will be necessary. For the new proposed re-route, most of its length passes through low, herbaceous shrubs mixed with balsam fir/black spruce trees. Larger trees will be left standing. Only that vegetation that exists on the trail or has fallen across it will be disturbed.

As stated above, parts of this trail follow old roads that were built by the US military during WWII. These

roads are in good condition and will require minimal/no maintenance. For the new proposed trail route sections, the trail will follow the consultant's recommendations (2.5 vertical distance, 2.5 horizontal distance, allowing for a 0.5 m of clearance on each side).

iii. Operations

This section of the overall 22 km trail is owned by the Argentia Port Authority. However, responsibility for the operation of this section of the trail, as well as the entire 22 km Placentia Area Hiking Trail, will fall under HPI. As the trail is a permanent facility, its operation will last in perpetuity. Expected peak trail use is expected to occur between mid-June and mid-October. However, the hiking trail will be available for use all year round, weather permitting.

This is a non-intrusive tourism-oriented hiking trail. The only ongoing operations will have to do with regular trail maintenance activities. Maintenance inspections will be completed at least twice a year (spring and fall-scheduled) and following major storm events (unscheduled). Seasonal maintenance activities include vegetation control, surface repairs due to washouts (good trail design should minimize this), general cleanup and structural maintenance/repairs of wooden structures. Work during this phase of operation will be completed primarily using hand labour. Thus, the potential impact on the environment is expected to be minimal.

Hiker numbers on an annual basis along this trail route are expected to be within the low hundreds (300-400), increasing over time as the route becomes more known. No more than 1000 users per year are expected over the long run. It should be noted, due to the nature of parts of this section of the trail (old abandoned military service roads and gravel roads), some sections of the trail are currently being used by motorized vehicles, although very limited use (i.e., ATV operators). Consequently, some parts of this trail will be a multi-use trail and other parts will be for pedestrian traffic only. During the operation phase, HPI will continue to follow the recommendations and guidelines outlined in the consultant's report. As stated previously, for more information on the above you can refer to the Green Leaf Resources report for recommendations related to this.

iv. The Placentia Loop Section

This is a 6 km loop around the Town of Placentia. This section of the route would connect hikers to key town assets. It would also serve as a trail connecting Placentia to the Point Verde lighthouse. The hiking trail will follow existing trails and roads. HPI is collaborating with the Town of Placentia and has received the town's support in developing this section of hiking trail and a License to Occupy Agreement is in place.

The trail committee is currently working with the town to ensure the Town of Placentia Municipal Plan 2014 – 2024 is being followed. Furthermore, the Town of Placentia staff is currently working with the trails committee to identify "land use designation" and "land ownership" wherever the proposed trail will pass through. Where applicable a License to Occupy agreement will be put in place with the landowner. (see Map#11 below)



Map #11 - Placentia Loop Trail Section

i. Physical Features

This proposed section of the trail begins next to the ocean near the base of Castle Hill Historic Park (2 m above sea level). It will utilize an existing trail and boardwalk (app. 400 m) that passes by Fort Saint Louis to connect to the Placentia Lift Bridge. Next it passes over the Placentia Lift Bridge and connects to Placentia Great Beach Boardwalk. This wooden boardwalk is 1.4 km long and extends the entire length of the beach, sandwiched between the Great Beach Boardwalk and Beachside Road. This boardwalk is owned and maintained by the Town of Placentia. The trail then crosses over Beach Road and continues along an existing trail located next to the ocean shoreline (Southeast Placentia Arm) for approximately 0.7 km. Next, it turns inland for approximately 0.25 km until it meets a road next to Lions Manor Nursing Home. This area of the trail is located on land designated as a floodplain. The trail, up to this point, is located on land less than 1 m above sea level.

The trail continues through the town for approximately 0.7 km and rises to approximately 4 m. Next, the trail takes a sharp right and connects with an existing trail that runs through a forested area and connects to Mount Carmel Cemetery (app. 43 m above sea level). Note: Stairs will have to be built at the 0.7 km mark (rock outcrop.)

The trail then continues through the cemetery, down Cemetery Road to ocean level. The final part of this section of trail proceeds through the town along Orcan Drive back to the bridge. This area is also designated a floodplain zone. Most of this part of the trail utilizes the Town of Placentia's existing infrastructure.

Floodplain Area:

Part of the trail will pass through flood risk areas. The flood risk areas are identified in the Town of Placentia Municipal Plan 2014 – 2024. This map can be found in the supporting documents of the report and the information on flood risk areas for the Town of Placentia is available on the website of the Department of Environment and Climate Change at <https://www.gov.nl.ca/ecc/waterres/flooding/frm/>. As expected, there is a variety of vegetation and birds in this area that are typically found in Ocean and coastal habitats. In coastal flood plain areas, it is important to recognize the unique coastal habitat found in these areas. Prior to trail development the appropriate authorization from both the provincial and federal government will be obtained and strictly adhered to.

Forested Area:

Part of this trail passes through an area of balsam fir/ black spruce forest. Some locations along the route consist of patches of white birch, larch, pin cherry and mountain ash. Moose is the dominant large species with rabbits and squirrels. Bird species are limited to your standard Boreal Forest types - crows, gray jays, boreal chickadees, etc.

Placentia Cultural Heritage District:

Placentia is rich in history, in cultural and historical sites. The goal of this section of the hiking trail is to connect and increase both the “visibility and accessibility” of the existing hiking /walking trails located within the center of the community. Placentia has numerous historical sites and scenic views all located on a beach (i.e., Placentia Great Beach Boardwalk, Fort Frederick, Fort Louis, Basque Cemetery. Cultural Heritage District, etc.).

As indicated on Map #11, the proposed trail will follow a loop route, stretching approximately 6 km in length. This section will utilize different types of surface terrain:

Part A – existing trail route in the town – requiring no further disturbance.

✓ approximately 5 km

Part B – other trail surfaces ((Forest area and floodplain area) – trail width 0.5 – 1 m wide

✓ approximately 1 km

Part B part of the trail will cover an area of approximately 1000 sq. meters. Part A already exists and will not require any trail construction. Thus, this was not included in the size of the area to be affected by the undertaking.

ii. Construction

In Phase II physical work will take place on the Command Centre to Placentia and the Placentia Loop sections beginning in July/August of 2024 (dependent on funding). A qualified contractor will be hired to complete the work. The contractor will determine the length of time required to complete the work (i.e., depends on the number of workers the contractor hires). However, it is estimated to take between 14 and 22 weeks to complete Phase II of the trail development.

A work crew will walk along the trail, removing ground vegetation where required (utilizing saws and hand pruners). Larger vegetation will be removed by chainsaw, utilizing only a trained and certified operator. When required for structures to be built or repaired (i.e., boardwalks, bridge, etc.) the crew members will bring lumber to the site by hand, where it will be sawed and placed appropriately.

Since the nature of work being carried out will almost entirely be completed by hand labour, the risk of pollutants entering the ecosystem is very low. The limited use of chainsaws will result in airborne emissions but will be of a very low quantity. Although a possibility exists of gasoline and/or oil being released on to the ground or into nearby water sources while equipment is being operated, measures will be in place to prevent such instances from occurring (i.e., spill response kit on site with the work crew, refueling operations being carried out a minimum of 30 meters away from a water source, etc.). A risk of wildfire is possible but again measures will be in place to prevent and/or control such events from happening (i.e., fire bag suppressant present on the chainsaw operator, fire extinguisher on site, stoppage of work during elevated fire hazard ratings, etc.). A strict "pack in/pack out" policy will be in place for all human generated waste that is created while work is being carried out. Where large-scale machinery will be used in the construction process - of the Annie Healey trail - they will be restricted mainly to the transport and placement of materials. A mini excavator may be required to complete some of the work, but this will be limited. Again, a spill response kit and fire extinguisher will be on hand. Re-fueling will occur at a designated workstation.

As most of the work on the trail in the forested area is hand labour, impact on the environment (in this area) is expected to be minimal. Wildlife species may be deterred from utilizing the area while work is ongoing due to noise and odours (i.e., exhaust fumes). Such impacts are short term in nature and workers will be constantly changing location as work progresses. Since most of the trail route already exists, no large-scale tree removal will be necessary. This existing trail is in good shape and will require minimal maintenance. Any work required on these trails (i.e., brushing, repair to boardwalks, etc.) will be limited to these existing corridors. For the new proposed trail route sections, the trail will follow the consultant's recommendations (2.5 vertical distance, 2.5 horizontal distance, allowing for a 0.5 m of clearance on each side).

Construction in Flood Plain Area Work

As stated above, a part of this section of the trail will pass through a grassy area designated by the Town of Placentia as a Flood Plain Zone. This part of the trail may need to be raised to ensure a safe and dry walking trail. This may require a mini excavator and appropriate fill. As stated previously all appropriate regulations will be followed and required permits obtained prior to commencement of this section of the trail.

iii. Operations

The proposed trail route to be completed in Phase II of this undertaking falls under the ownership of a number of different organization (e.g. Argentia Port Authority, Crown lands, Parks Canada, Town of Placentia). Therefore, where necessary, HPI will collaborate with the above organizations in regard to trail operations (e.g. Castle Hill National Park – when the park opens and closes for the season). However, where applicable, responsibility for the operation of this section of the trail, as well as the entire 22 km Placentia Area Hiking Trail, will fall under HPI. As the trail is a permanent facility, its operation will last in perpetuity. Expected peak trail use is expected to occur between mid-June and mid-October. However, the hiking trail will be available for use all year round, weather permitting.

This is a non-intrusive tourism-oriented hiking trail. The only ongoing operations will have to do with regular trail maintenance activities. Maintenance inspections will be completed at least twice a year (spring and fall-scheduled) and following major storm events (unscheduled). Seasonal maintenance activities include vegetation control, surface repairs due to washouts (good trail design should minimize this), general cleanup and structural maintenance/repairs of wooden structures. Work during this phase of operation will be completed primarily using hand labour. Thus, the potential impact on the environment is expected to be minimal.

Hiker numbers on an annual basis along this trail route are expected to be within the low hundreds (300-400), increasing over time as the route becomes more known. No more than 1000 users per year are expected over the long run.

During the operation phase HPI will continue to follow the recommendations and guidelines outlined in the consultant's report. As stated previously, for more information on the above you can refer to the Green Leaf Resources report for recommendations related to this.

v. Placentia To Point Verde Lighthouse Trail Section (Phase III)

This section of the trail is scheduled to be completed in Phase III (year three) of the trail development (dependent on funding). This 3.5 km section of the coastal hiking trail would connect Placentia to the Point Verde lighthouse. This hiking trail would offer spectacular views of Placentia Bay (see Map #12 below).



Map # 12

i. Physical Features

This section of the proposed trail would be a coastal trail that would provide hikers with a panoramic view of the islands in Placentia Bay, the former US Military Naval Base and the historic community of Placentia. Only the first approximately 750 meters of the trail already exists. The remainder of the trail will need to be scouted more closely to determine the exact location of the trail. The intent of HPI is to ensure this trail will be a coastal trail similar to the type of trails found on the East Coast Trails.

The trail would run through, predominantly, areas of balsam fir/ black spruce forest. One part of the trail would pass over a beach. Tree cover vegetation consists primarily of black spruce and balsam fir. Some locations along the route consist of patches of white birch, larch, pin cherry and mountain ash. Ground cover consists primarily of herbaceous shrubs in the drier areas (i.e., blueberry, Labrador tea, etc.), moss/grasses/sedges (in the wetter areas), and lichens (along the exposed rock barrens).

Moose is the dominant large species with rabbit, fox, squirrel, and possibly coyote rounding off the smaller mammals present. Bird species are limited to your standard Boreal Forest types - crows, gray jays, boreal chickadees, etc. Ruffed and Spruce Grouse have also been observed in the area. Fish habitat is typical of ponds and streams found on the Avalon. As expected, there is a variety of vegetation and birds typically found in Ocean and coastal habitats.

Topography along the route varies. The trail will begin at the end of the Great Placentia Boardwalk (2 m above sea level) and follow an existing trail for approximately 750 m to a height of 30 m. The trail would continue upwards to a height of 47 m above sea level. The topography in the area is very rough (up and down) and care will need to be taken to make the route both safe and environmentally friendly. The trail will continue along the coastline (app. 900 m) connecting to a beach 2 m above sea level. The final part of the trail (app. 1.3 km) would cross the beach ending at the Point Verde Lighthouse located on a headland 16 m above sea level.

Lookouts: Several lookouts are planned for this section of the trail. The exact locations as of this time are not determined.

Point Verde Lighthouse: The hiking trail will end at the Point Verde Lighthouse. The lighthouse is connected to the community of Point Verde by a gravel road. Also, there is adequate parking next to the lighthouse.

As indicated on Map 12, the proposed trail will follow a linear route, stretching approximately 3.5 km in length. The trail will cover an area of approximately 3500 square meters. Part A already exists and will not require any trail construction.

iv. Construction

In Phase III physical work will take place on the Placentia to Point Verde Lighthouse. This phase is expected to be in July/August of 2025 (dependent on funding). A qualified contractor will be

hired to complete the work. The contractor will determine the length of time required to complete the work (i.e., depends on the number of workers the contractor hires). However, it is estimated to take between 16 and 22 weeks to complete Phase III of the trail development.

A work crew will walk along the trail, removing ground vegetation where required (utilizing saws and hand pruners). Larger vegetation will be removed by chainsaw, utilizing only a trained and certified operator. When required for structures to be built or repaired (i.e., boardwalks, bridge, etc.) the crew members will bring lumber to the site by hand, where it will be sawed and placed appropriately.

Since the nature of work being carried out will almost entirely be completed by hand labour, the risk of pollutants entering the ecosystem is very low. The limited use of chainsaws will result in airborne emissions but will be of a very low quantity. Although a possibility exists of gasoline and/or oil being released on to the ground or into nearby water sources while equipment is being operated, measures will be in place to prevent such instances from occurring (i.e., spill response kit on site with the work crew, refueling operations being carried out a minimum of 30 meters away from a water source, etc.). A risk of wildfire is possible but again measures will be in place to prevent and/or control such events from happening (i.e., fire bag suppressant present on the chainsaw operator, fire extinguisher on site, stoppage of work during elevated fire hazard ratings, etc.). A strict "pack in/pack out" policy will be in place for all human generated waste that is created while work is being carried out. Where large-scale machinery will be used in the construction process it will be restricted mainly to the transport and placement of materials. A mini excavator may be required to complete some of the work, but this will be limited. Again, a spill response kit and fire extinguisher will be on hand. Re-fueling will occur at a designated workstation.

As most of the work on the trail in the forested area is hand labour, impact on the environment (in this area) is expected to be minimal. Wildlife species may be deterred from utilizing the area while work is ongoing due to noise and odours (i.e., exhaust fumes). Such impacts are short term in nature and workers will be constantly changing location as work progresses. Since most of the trail route already exists, no large-scale tree removal will be necessary. This existing trail is in good shape and will require minimal maintenance. Any work required on these trails (i.e., brushing, repair to boardwalks, etc.) will be limited to these existing corridors. For the new proposed trail route sections, the trail will follow the consultant's recommendations (2.5 vertical distance, 2.5 horizontal distance, allowing for a 0.5 m of clearance on each side).

v. Operations

Responsibility for the operation of this section of the trail, as well as the entire 22 km Placentia Area Hiking Trail, will fall under HPI. As the trail is a permanent facility, its operation will last in perpetuity. Expected peak trail use is expected to occur between mid-June and mid-October. However, the hiking trail will be available for use all year round, weather permitting.

This is a non-intrusive tourism-oriented hiking trail. The only ongoing operations will have to do with regular trail maintenance activities. Maintenance inspections will be completed at least twice a year (spring and fall-scheduled) and following major storm events (unscheduled). Seasonal

maintenance activities include vegetation control, surface repairs due to washouts (good trail design should minimize this), general cleanup and structural maintenance/repairs of wooden structures. Work during this phase of operation will be completed primarily using hand labour. Thus, the potential impact on the environment is expected to be minimal.

Hiker numbers on an annual basis along this trail route are expected to be within the low hundreds (300-400), increasing over time as the route becomes more known. No more than 1000 users per year are expected over the long run.

During the operation phase HPI will continue to follow the recommendations and guidelines outlined in the consultant's report. As stated previously, for more information on the above you can refer to the Green Leaf Resources report for recommendations related to this.

4. OCCUPATIONS

The contractor will determine the length of time required to complete the work (i.e. depends on the number of workers the contractor hires). HPI will hire a certified contractor to complete the required work on the trail. The contractor will be responsible for purchasing the necessary equipment and materials required to bring the trail up to the standards recommended in the consultant's report as well as the provincial government (Legendary Coast – Sense of Arrival and Destination Trails Initiatives).

The work crew involved in carrying out this trail construction will be determined by the contractor. Ideally, two crews will be established, with one crew of 3 - 4 people looking after vegetation removal with the second working on the trail and its requirements (placement of signage, trail surface modifications, boardwalk construction, etc.). The work period, as well as working hours, salaries, qualifications of workers, etc. will be determined by the contractor.

The following guideline will be recommended to the employer. As part of the work crew, one individual will be assigned the task of Crew Supervisor and will be responsible for ensuring workers meet the requirements as set out through the hiring process (i.e., work hours, time sheet recordings, etc.). That individual will work on-site, alongside the other crew members. In addition to the work crew, it is anticipated that one other individual will be hired to act in the role of Project Manager. That individual will oversee all aspects of the project (i.e., material/equipment acquisition, liaison with local communities, completion of permits and work authorization requirements, etc.). Note: Please refer to the work position codes as identified by the National Occupational Classification (2006). They are presented below.

Contractors will be hired through a competitive process, will be advertised, and applicants apply accordingly. Interviews will be carried out to determine the best overall candidate. All candidates must have the required certification.

All workers employed by the contractor are expected to have the necessary knowledge, skills/abilities, and personal suitability for this type of work. There will be no distinction made between female and male candidates, with both being offered an equal opportunity for employment

to occupy the positions as advertised. People of varying ethnic backgrounds are welcome to apply and will follow the same hiring process.

Local contractors will be invited to provide a bid for the provision of such materials and, generally, the lowest bidder will be awarded the contract to supply said goods. It is expected that specialized workers such as licensed carpenters, excavator rental/operators, etc. will be required for short durations to carry out specific aspects of the project. The retention of such workers will follow the same process as above (competitive tender bids followed up with an award of contract to carry out the work).

National Occupational Classification Data:

- 1221 - Project Manager (Non-technical) (1)
- 7611 - Construction Labourers (3-4)
- 7204 - Carpenter (Contractor) (1)
- 7302 - Excavating Equipment Operator (Contractor) (1)
- 8255 - Labourer Supervisor (1)
- 8421 - Chainsaw Operator (1)

5. APPROVAL OF THE UNDERTAKING

As stated previously, the undertaking is divided into three phases (over a three-year period). Prior to the start of each Phase all necessary permits, licenses, approvals and other forms of authorization required for the undertaking, together with the names of the authorities responsible for issuing them (e.g. federal government department, provincial government department, municipal council, etc.) will be obtained.

Phase I (completion of Annie Healey Trail and Backlands Trail) is scheduled to begin in late August (subject to funding and necessary approvals). All necessary Licenses to Occupy (LTO) will be acquired or updated accordingly as per guidelines set out by Crown Lands. Both the Argentia Port Authority and Town of Placentia, whose municipal boundaries the Trails of Placentia traverses, have approved the project as proposed. Both the Argentia Port Authority and Town of Placentia have signed License to Occupy agreements with Placentia Hike Inc. Representatives of both parties have representation on HPI.

The undertaking is scheduled to take place over three years and is divided into three phases subject to funding and necessary approvals.

Phase I – Completion of the Annie Healey Trail and Backlands Trail sections.

Phase II – Completion of the Command Centre to Placentia Trail and Placentia Loop Trail sections.

Phase III – Completion of Placentia to Point Verde Lighthouse Trail

Prior to the start of each phase all necessary permits, licenses, approvals and other forms of authorization required for the undertaking, together with the names of the authorities responsible for issuing them (e.g. federal government department, provincial government department, municipal council, etc.) will be obtained.

For example:

- ✓ Forest cutting permit from the Department of Fisheries, Forestry and Agriculture
- ✓ Permits from the Water Resources Management Division of the Department of Environmental and Climate Change for any work within 15 m of a water body or wetland (if any).
- ✓ Approval from the Town of Placentia
- ✓ Approval from the Argentia Port Authority (private land)
- ✓ Approval from Crown Lands, etc.

6. SCHEDULE

Project construction is scheduled to begin on the Annie Healey Trail Section and the Backland Trail Section in mid-August of 2023. This date was selected based on the hope that all necessary approvals will be granted by this date allowing work crews to commence activities along the trail route. At the latest, work should be started by the end of August. Given the short "work season" that exists in Newfoundland, any delays in construction start-up will adversely influence the time available to complete the project (working on a project of this nature in winter months is not advisable, nor feasible).

Due to the non-intrusive nature of this undertaking, we do not anticipate any interruption to bird breeding activities or habitat. There were no noted bird breeding locations identified during the trail scouting process. There should be no problems with bird breeding activities due to the time of year. However, the following practices will be applied which may have an impact on the project schedule:

- Before trail clearing, advance trail scouting will be completed to determine if disruption to bird habitat is a possibility.
- Protective buffers will be applied to any identified bird breeding habitats or nests.
- Limit vegetation removal to the trail route only. Preserve perch and standing dead trees.
- If migratory bird nests/habitats are discovered, work in those areas will be completed after August 15th.

For more information on the above section of the trail route you can refer to the Green Leaf Resources report located in the section on supporting documents.

7. CAPITAL COST AND FUNDING

A copy of the proposed estimated capital cost of the project, provided by the trail consultant (Greenleaf Consultants), can be found on page 35 of the consultant's report. An updated capital cost projection for Phase I of the trail development (Annie Healey Trail and Backlands trail) can be found in supporting documents.

8. PROJECT RELATED DOCUMENTS

- A. Placentia Trails – Consultants Final Report
 - Trails of Placentia Consultant is Green Leaf Resources)
- B. Town of Placentia – Land Use Map
- C. Town of Placentia - Flood Risk Areas
- D. Town of Placentia – Letter of Support
- E. Argentia Port Authority – Letter of Support
- F. Argentia Port Authority – License to Occupy Agreement Letter