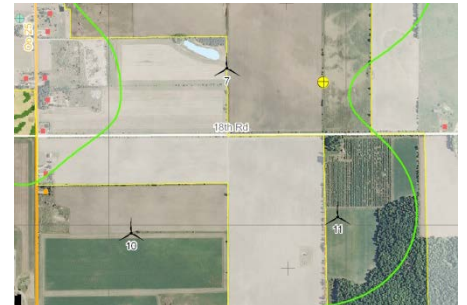




ADELAIDE WIND ENERGY CENTRE RENEWABLE ENERGY APPROVAL MODIFICATION REPORT

February 2014





**RENEWABLE ENERGY APPROVAL-
MODIFICATION REPORT
ADELAIDE WIND ENERGY CENTRE, ONTARIO**

Client	NextEra Energy Canada, ULC
Contact	Ben Greenhouse
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1 PREAMBLE

Kerwood Wind, Inc. a wholly-owned subsidiary of NextEra Energy Canada ULC (NextEra), is proposing to develop the Adelaide Wind Energy Centre (the "Project") located in the Township of Adelaide-Metcalf and municipality of North Middlesex, Middlesex County, Ontario. The Project received a Renewable Energy Approval (REA) from the Ministry of the Environment (MOE) on 1 August 2013 [1]. Subsequent to the issuance of the REA approval the Project location has been modified as compared to REA application dated 23 August 2012. The following sections of this Modification Report describe the proposed modification to the Project and resulting changes to the originally approved REA reports.

1.1 General Project Description

The Project is located in south-western Ontario, in the Township of Adelaide-Metcalf and municipality of North Middlesex, Middlesex County, Ontario. The Project Study Area has not changed from the original REA submission.

1.1.1 Project Proponent

The Project proponent is Kerwood Wind, Inc. The proponent has not changed from the initial REA submission. The primary contact for Kerwood Wind, Inc. for this Project is:

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2 PROPOSED PROJECT MODIFICATIONS

The proposed modifications to the Project consist of additional lands for transmission line construction, installation, operation and decommissioning to include private easements that were not considered in the originally planned layout. The proposed changes also consist of an alternative collection route to cross Highway 402 to the REA permitted Kerwood Road collection route. The second modification is considered at the request of the Ministry of Transportation (MTO).

The proposed Project modifications are summarized in Table 2-1 which documents the following:

- 1 A description of the modification and a rationale for the proposed modification; and
- 2 New potential environmental effects and corresponding mitigation measures.

Figure 2-1 and Figure 2-2 illustrate the proposed modifications to the transmission line construction area and Figure 2-3 to the collection route crossing Highway 402.

Table 2-1 : Summary of Project Modification

Proposed Modification	Rational for Proposed Modification	New Potential Environmental Effect	New Mitigation Measures
<p>The addition of private easements to the permitted project location for the transmission line running north from the Project substation, along Kerwood Road to the switchyard. The additional lands will increase the permitted project location by up to approximately 28 m east or west of the originally permitted area.</p>	<p>Following stakeholder consultation and further consultation with Construction and Engineering, the transmission line may be relocated from municipal right of way to private land to assist in the successful development of the Project.</p>	<p>None :</p> <ul style="list-style-type: none"> • No new natural heritage or water body features within 120 m. A memo in Appendix A has been prepared to describe the modifications to the natural heritage report; no additional adverse effects are anticipated on the natural environment as a result of the proposed change. • Stage 2 archaeological assessments have been completed for the additional disturbance area; the MTCS is satisfied with the fieldwork and reporting for the archaeological assessment consistent with the ministry's 2011 Standards and Guidelines [2], as shown in Appendix B. • No new consideration of heritage features is required as effected parcels were considered as part of Heritage Assessment Addendum dated 19 August 2013 [6] presented in Appendix C; the MTCS has reviewed the most recent project modification and the changes does not affect the comments provided previously by the MTCS and no new written comments from MTCS are required. • No impacts to the MOE approved Noise Impact Assessment (NIA) [4] will result from this proposed change. 	<p>N/A</p>
<p>The addition of an alternate collection route which would cross Highway 402 north of Turbine 22. The total length of the alternate collection route is approximately 1,200 m. On the south side of Highway 402 the alternative collection route is approximately 900 m east of Kerwood Road and on the north side of the highway, the collection route will be completely</p>	<p>Following further consultation, the MTO requested that the collection route crossed Highway 402 at a different location than the REA permitted route along Kerwood Road.</p>	<p>None :</p> <ul style="list-style-type: none"> • No new natural heritage features within 120 m. One new waterbody crossing has resulted from this proposed layout change. Separate memos in Appendix A and Appendix D have been prepared to describe the modifications to the Natural Heritage and Water Body reports, respectively; no additional adverse effects are anticipated on the natural environment as a result of the proposed change. • Stage 2 Archaeological Assessment report has been completed for the additional disturbance area [5] [6]; the MTCS is satisfied with the 	<p>N/A</p>

Proposed Modification	Rational for Proposed Modification	New Potential Environmental Effect	New Mitigation Measures
<p>within the ROW and extend to Kerwood Road.</p> <p>The alternative collection route is proposed to be horizontally directionally drilled beneath Highway 402.</p>		<p>fieldwork and reporting for the archaeological assessments consistent with the Ministry's 2011 Standards and Guidelines, as shown in Appendix B.</p> <ul style="list-style-type: none">• No new consideration of heritage features is required as effected parcels were considered as part of Heritage Assessment Addendums D dated 8 January 2014 [7] and presented in Appendix C; the MTCS has reviewed the most recent Project modification and the changes do not affect the comments provided previously by the MTCS and no new written comments from MTCS are required.• No impacts to the MOE approved NIA [4] will result from this proposed change.	

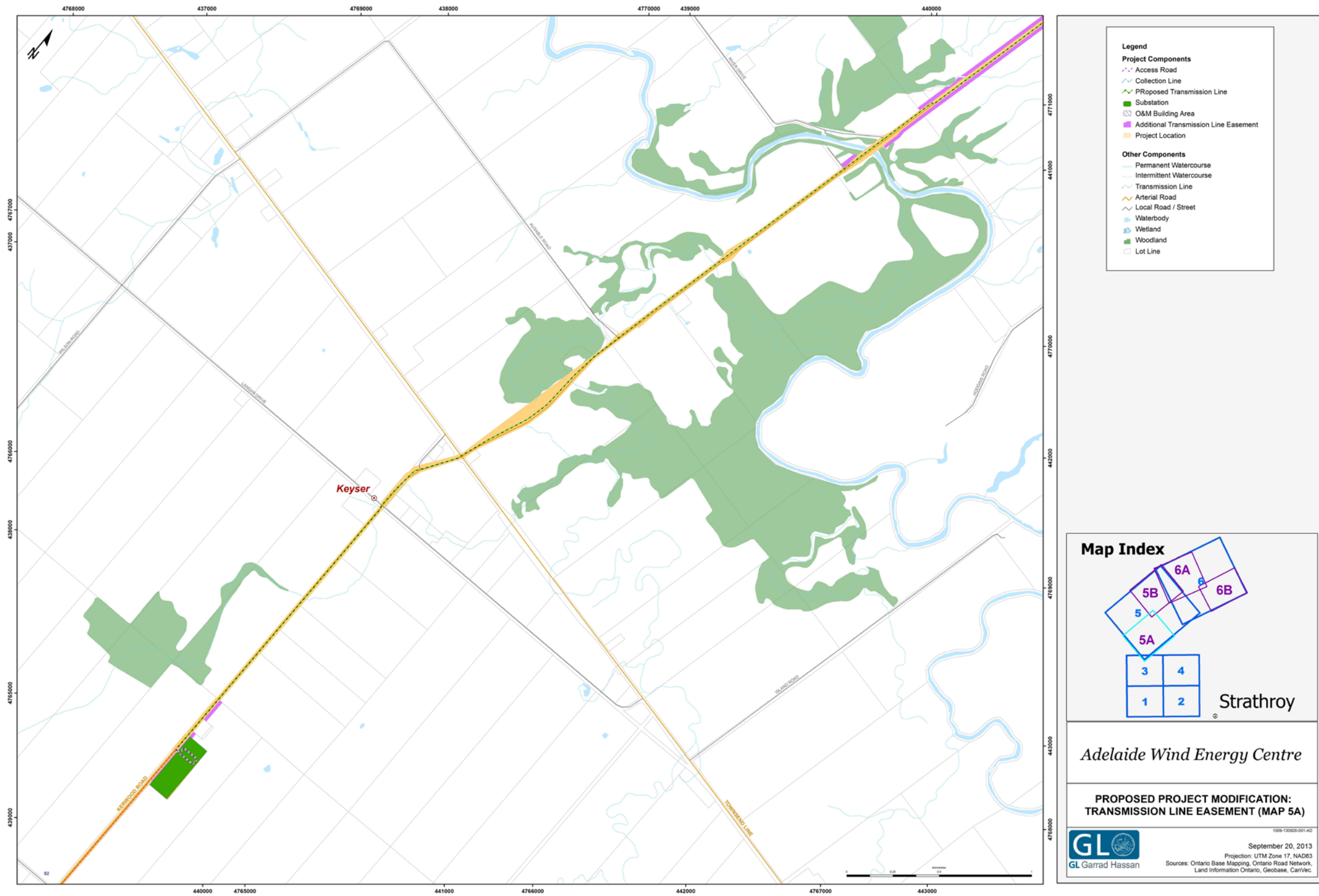


Figure 2-1: Proposed Layout Modification for Transmission Line Construction Area (1 of 2)

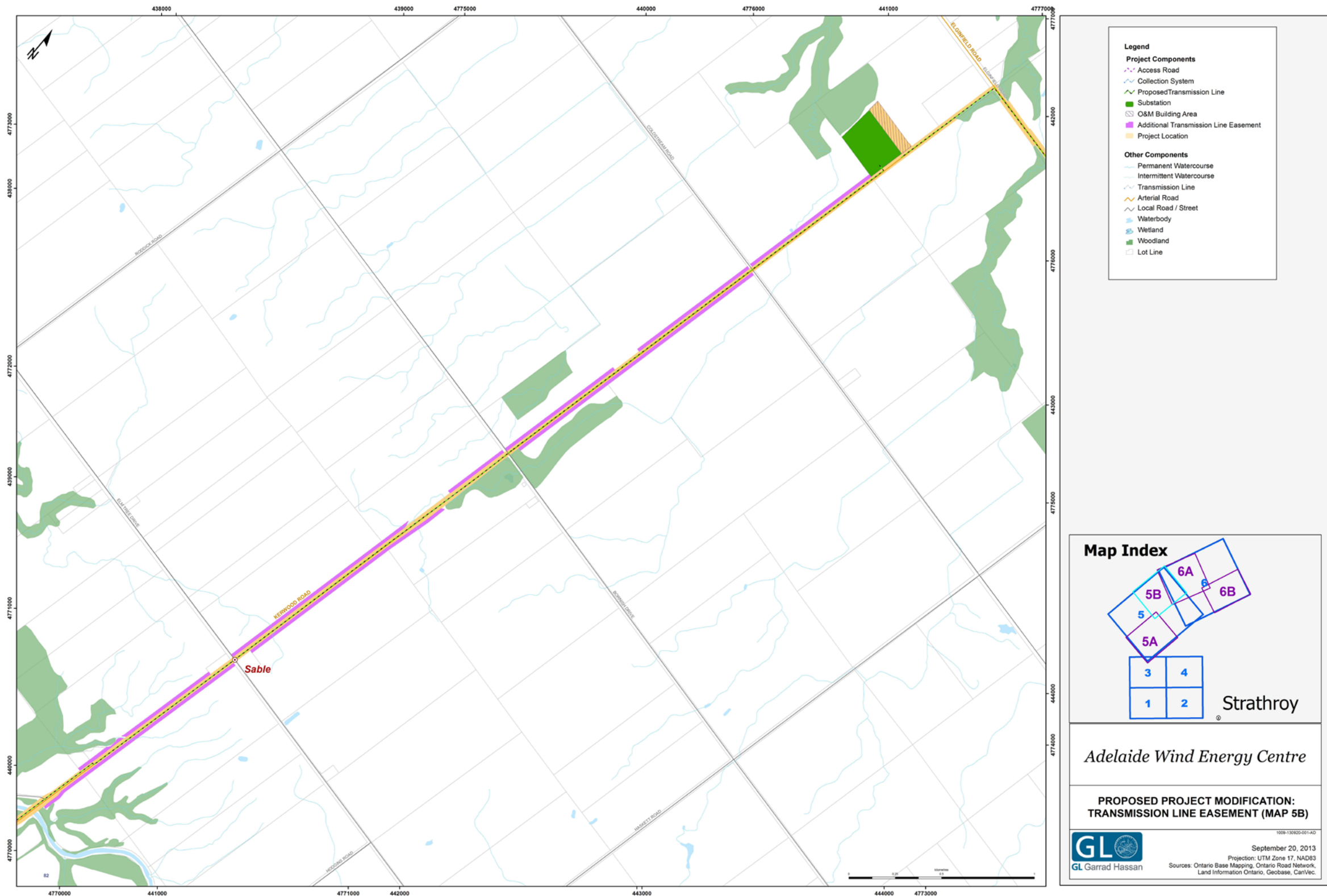


Figure 2-2: Proposed Layout Modification for Transmission Line Construction Area (2 of 2)

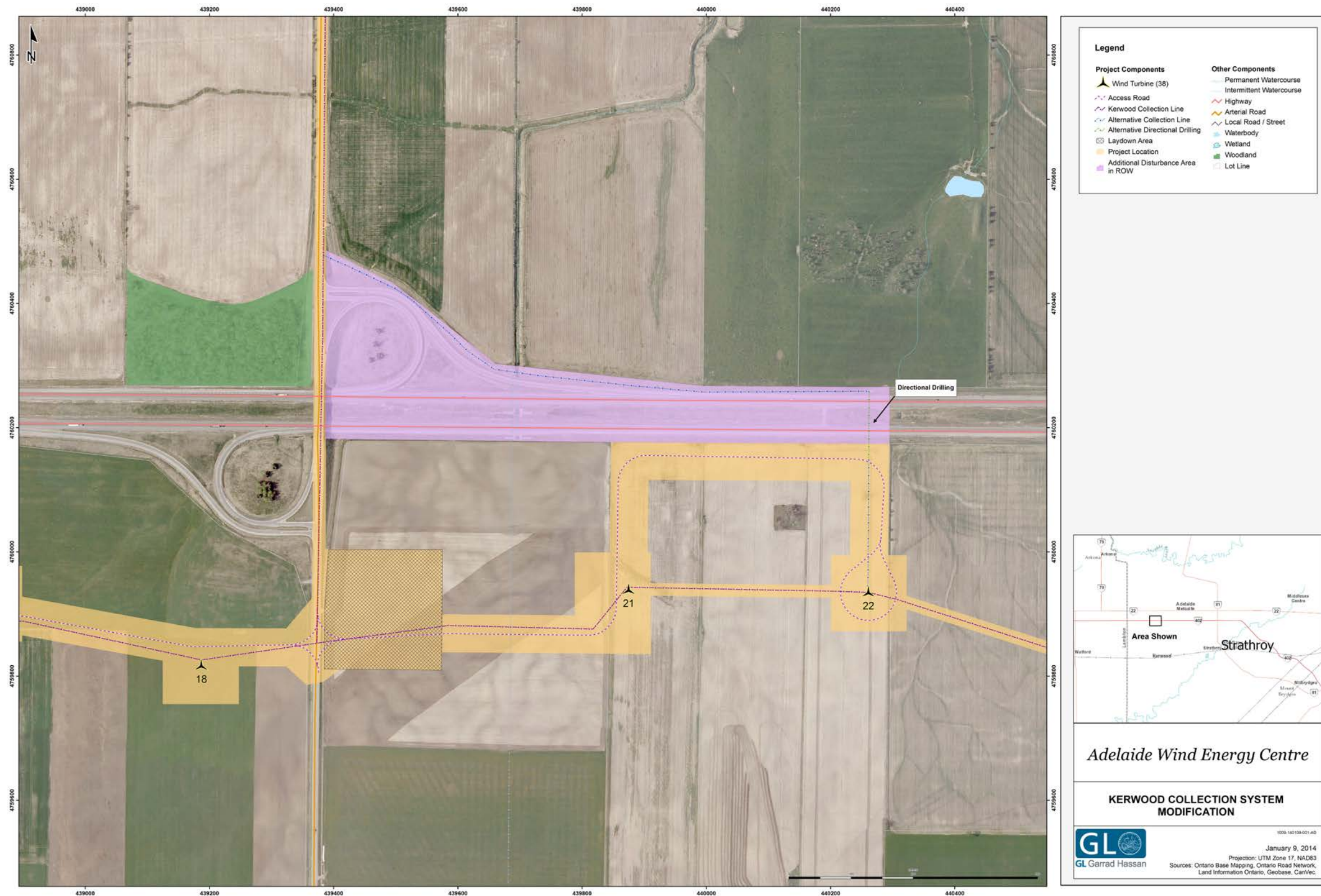


Figure 2-3: Proposed Layout Modification for Collection Route

3 EDITS TO THE PROJECT DESCRIPTION REPORT

Table 3-1 documents the edits to the Project Description Report [8] from the modification described above.

Table 3-1 : Edits to the Project Description Report

Section / Page	Original Text	Revised Text
Section 1.1 / p. 2	The proposed transmission route is to travel north from the Project substation using the existing right-of-way along Kerwood Road to a switchyard located just south of Elginfield Road.	The proposed transmission route is to travel north from the Project substation using the existing right-of-way on a combination of private lands and public right of ways along Kerwood Road to a switchyard located just south of Elginfield Road.
Section 2.1.3 / p. 9	The 115 kV transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road right-of-ways along Kerwood Road.	The 115 kV transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road right-of-ways on a combination of private lands and public right of ways along Kerwood Road.
Section 2.2.1 / p. 16	The 115 kV electrical transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road rights-of-way along Kerwood Road.	The 115 kV electrical transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road rights-of-way on a combination of private lands and public right of ways along Kerwood Road.

4 EDITS TO THE DESIGN AND OPERATIONS REPORT

Table 4-1 documents the edits to the Design and Operations Report [9] resulting from the modification described above. The Site Plan maps originally approved as described in the Project Design Change Summary Report [10] are presented in Appendix E and the modified Site Plan maps are illustrated in Appendix F. Please note that only two of the six Site Plan maps (Site Plan 1, 5 and 6) have been modified based on the proposed changes.

Table 4-1 : Edits to the Design and Operations Report

Section / Page	Original Text	Revised Text
Section 1.1 / p. 2	The proposed transmission route is to travel north from the Project substation using the existing right-of-way along Kerwood Road to a switchyard located just south of Elginfield Road.	The proposed transmission route is to travel north from the Project substation using the existing right-of-way on a combination of private lands and public right of ways along Kerwood Road to a switchyard located just south of Elginfield Road.
Section 3.4 / p. 11	The 115 kV transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road right-of-ways along Kerwood Road.	The 115 kV transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road right-of-ways on a combination of private lands and public right of ways along Kerwood Road.

5 EDITS TO THE CONSTRUCTION PLAN REPORT

Table 5-1 documents the edits to the Construction Plan Report [11] resulting from the modification described above. The Site Plan maps originally approved as described in the Project Design Change Summary Report [10] are presented in Appendix E and the modified Site Plan maps are illustrated in Appendix F. Please note that only two of the six Site Plan maps (Site Plan 1, 5 and 6) have been modified based on the proposed changes.

Table 5-1 : Edits to the Construction Plan Report

Section / Page	Original Text	Revised Text
Section 1.1 / p. 2	The proposed transmission route is to travel north from the Project substation using the existing right-of-way along Kerwood Road to a switchyard located just south of Elginfield Road.	The proposed transmission route is to travel north from the Project substation using the existing right-of-way on a combination of private lands and public right of ways along Kerwood Road to a switchyard located just south of Elginfield Road.
Section 2.9 / p. 11	The 115 kV electrical transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road right-of-ways along Kerwood Road.	The 115 kV electrical transmission line that will be built from the Project substation to the switchyard is proposed to be located within the existing road right-of-ways on a combination of private lands and public right of ways along Kerwood Road.

6 EDITS TO THE DECOMMISSIONING PLAN REPORT

Table 6-1 documents the edits to the Decommissioning Plan Report [12] resulting from the modification described above.

Table 6-1 : Edits to the Decommissioning Plan Report

Section / Page	Original Text	Revised Text
Section 1.1 / p. 2	The proposed transmission route is to travel north from the Project substation using the existing right-of-way along Kerwood Road to a switchyard located just south of Elginfield Road.	The proposed transmission route is to travel north from the Project substation using the existing right-of-way on a combination of private lands and public right of ways along Kerwood Road to a switchyard located just south of Elginfield Road.

7 SUMMARY AND CONCLUSIONS

The Project modifications described in this Modification Report does not change the overall conclusion of the REA Report which states that the Project can be constructed, installed, operated and decommissioned without any significant adverse residual effects.

8 REFERENCES

- [1] Ministry of the Environment, Renewable Energy Approval letter (8980-95RSLP) – Adelaide Wind Energy Centre. 1 August 2013.
- [2] Golder Associates Ltd., Stage 2 Archaeological Assessment – NextEra Adelaide Wind Farm Additional Fieldwork on T-Line Easement, dated 3 September 2013
- [3] GL Garrad Hassan, Heritage Assessment Addendum C – Adelaide Wind Energy Center, dated 19 August 2013
- [4] GL Garrad Hassan, Noise Impact Assessment – Adelaide Wind Energy Center, dated 25 April 2013
- [5] Golder Associates Ltd., Stage 2 Archaeological Assessment – NextEra Adelaide Wind Farm, dated March 2010.
- [6] Golder Associates Ltd., Stage 2 Archaeological Assessment - Adelaide Wind Energy Centre, dated 26 July 2012.
- [7] GL Garrad Hassan, Heritage Assessment Addendum D – Adelaide Wind Energy Centre, dated 8 January 2014.
- [8] GL Garrad Hassan, Project Description Report – Adelaide Wind Energy Centre. 5 August 2012.
- [9] GL Garrad Hassan, Design and Operation Report – Adelaide Wind Energy Centre. 16 August 2012.
- [10] GL Garrad Hassan, Project Design Change Summary Report – Adelaide Wind Energy Centre. 17 August 2012.
- [11] GL Garrad Hassan, Construction Plan Report – Adelaide Wind Energy Centre. 23 April 2012.
- [12] GL Garrad Hassan, Decommissioning Plan Report – Adelaide Wind Energy Centre. 24 April 2012.