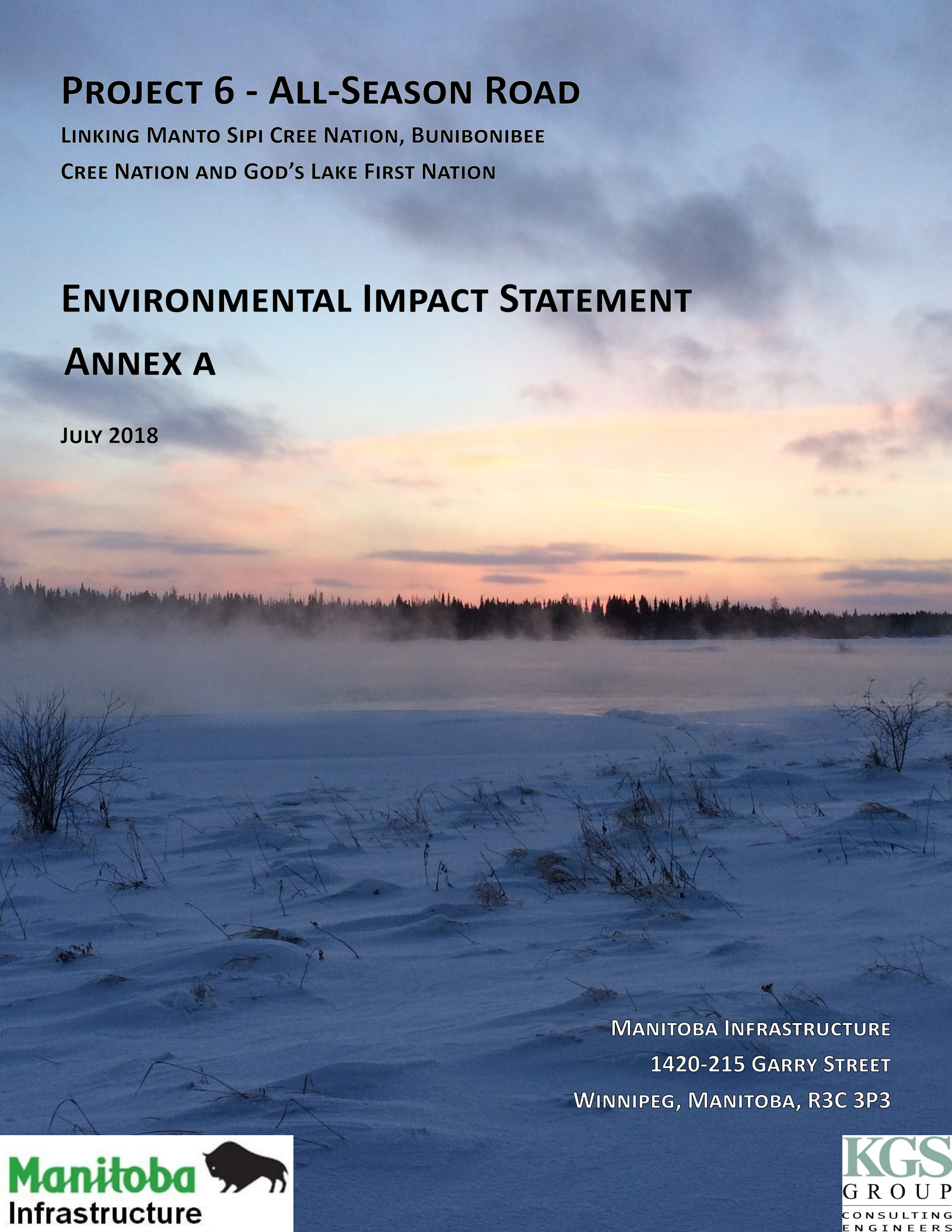

Project 6 - All-Season Road

Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

Environmental Impact Statement

Annex A

July 2018

Manitoba Infrastructure
1420-215 Garry Street
Winnipeg, Manitoba, R3C 3P3

Manitoba Infrastructure

KGS Group Consulting Engineers

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Annex A:
Indigenous and Public Engagement Program Materials

Annex A1:
General Engagement Materials

Annex A1-1:
Sign-In Sheet

Please Sign In

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation

Community Meeting Date: _____

Name (Please Print)	Address	Email Address	Phone Number

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Annex A1-2:
Comment Sheet

Your Feedback

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation is important to us. What is important to you? Do you have any comments, ideas, or information you would like Manitoba Infrastructure to consider?

Please provide your name and contact information so we can contact you?

Name: _____

Contact information (email/phone number): _____

If you have any further questions or comments, please do not hesitate to contact us:

PLEASE CONTACT:
Manitoba Infrastructure
Highway Planning and Design
1420-215 Garry Street, Winnipeg, MB R3C 3P3

Phone: 204-945-4900
Fax number: 204-945-0593

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Annex A1-3:
Newsletter

Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

Manitoba Infrastructure - East Side Transportation Initiative

The East Side Transportation Initiative (ESTI) is a provincial initiative to provide improved, safe and more reliable transportation services for remote and isolated communities on the east side of Lake Winnipeg.

Manitoba Infrastructure is responsible for implementing the planning, construction and maintenance of the all-season road network on the east side of Lake Winnipeg.

BACKGROUND

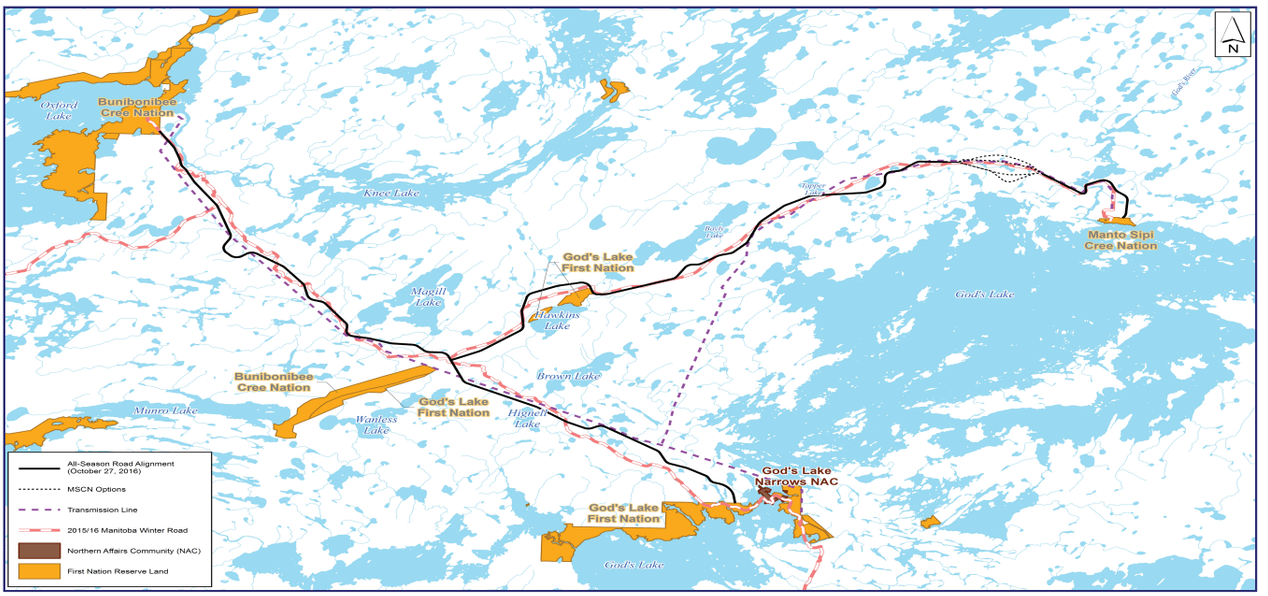
To better meet the needs of residents on the east side of Lake Winnipeg, the Manitoba government is moving forward with the construction of an all-season road network in the region to provide jobs, training and economic opportunities for local communities.

Construction of the road projects is done using a staged approach that takes many years to complete. Initially, improvements are made to existing winter roads to help lengthen the time they can be used.

The ESTI will eventually replace winter roads with a 1,000 km all-season road network. The roads will be gravel surfaced two lane public highways built to Manitoba road design standards and provide improved, safe and more reliable transportation to the remote and isolated communities on the east side of Lake Winnipeg.

Design and construction has begun on some segments of the ESTI. Environmental authorizations and approvals from federal and provincial regulators are being sought for other segments.

Currently, Manitoba Infrastructure is working on the environmental impact assessment for the 137.2 km All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation (Project 6). To date Manitoba Infrastructure has held community meetings about the route alignment, has facilitated Traditional Knowledge studies with the affected communities and has conducted technical baseline studies. A description of the environmental assessment process and how community input is incorporated into the process is provided in the following sections.



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PURPOSE OF THE ENVIRONMENTAL ASSESSMENT

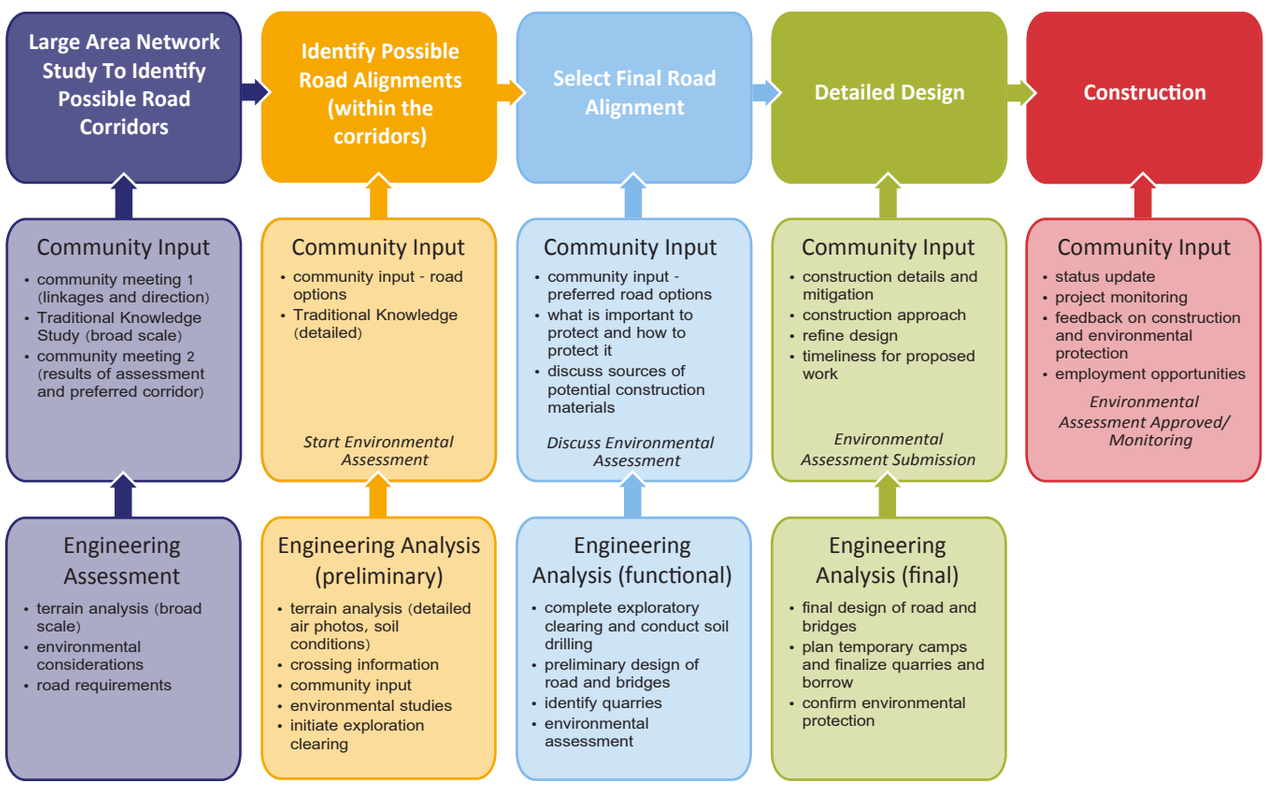
As part of each road project, an environmental impact assessment is conducted to encourage local community and public involvement, and protect people and the environment so that each of the roads is built in an environmentally responsible manner. Environmental assessments are conducted for large-scale projects to identify potential effects that may occur to plants, animals, fish, waterways, protected areas and areas of special or cultural importance. These assessments also outline potential ways to avoid, limit, reduce, or offset the effects and are required to get approvals for new roads from the provincial and federal governments. Project licences under The Environment Act (Manitoba), and approvals under the Canadian Environmental Assessment Act are required for each road project before construction can begin on that project.

ASSESSMENT STEPS

The environmental assessment begins with a description of the project. This requires that a road alignment be selected. For projects under the ESTI, initial road corridors were identified through the Large Area Transportation Network Study that was completed in 2011. Road alignments are refined based on discussions with local communities as well as information from terrain analysis, available Traditional Knowledge, archaeological, vegetation, wildlife and fisheries information in the project area.

Information on the current environmental conditions in the project area is key to the environmental assessment. This information comes from conducting studies in the project area to find out what is known about the area and what is important to local people and the communities.

STEPS TO SELECT, DESIGN AND CONSTRUCT AN ALL-SEASON ROAD



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Information also comes from community meetings and Traditional Knowledge studies, and helps to guide technical studies that are needed to support the environmental assessment.

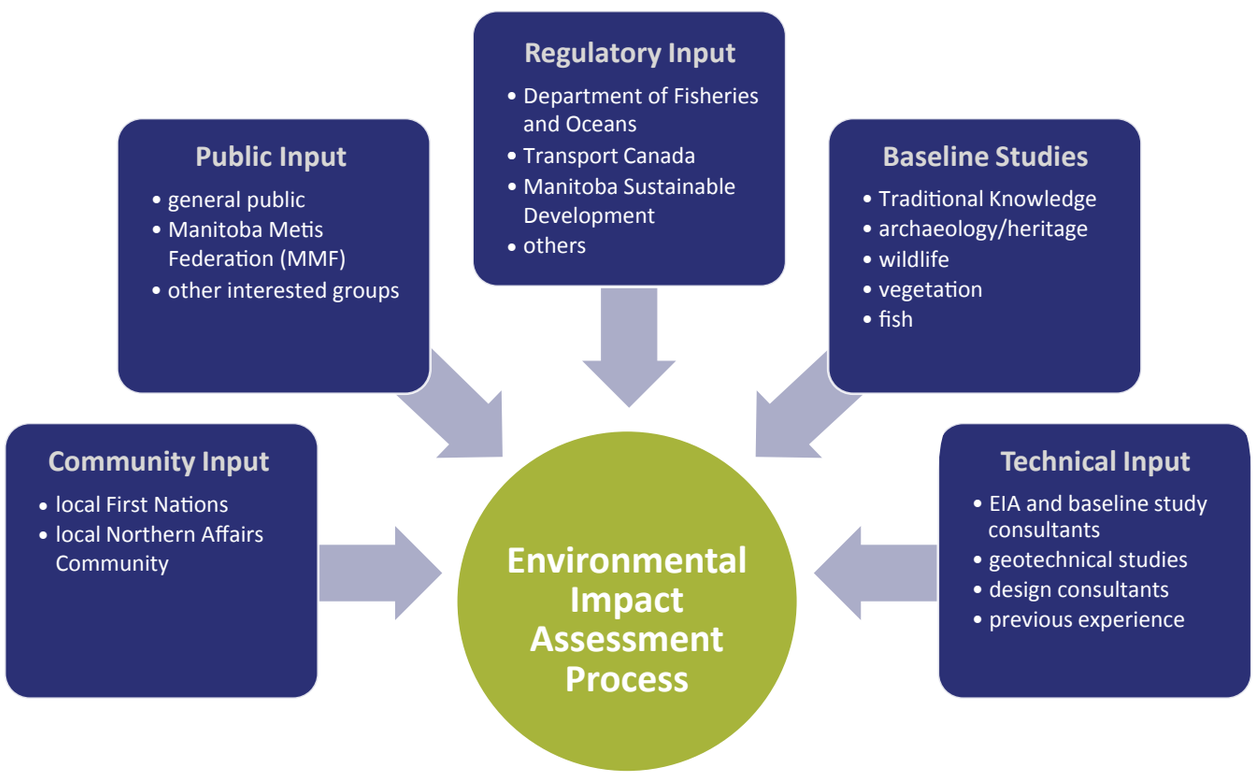


COMMUNITY INPUT

Under the previous Large Area Transportation Network study, community input was gathered during three rounds of community engagement that included meetings and Traditional Knowledge studies at the regional level and discussions about possible road corridors.

A key aspect of the environmental assessment process is listening to local east side residents and getting their views on the projects. Local Aboriginal people have been living in the region for centuries and this has given them intimate knowledge of the land. This knowledge and insight is extremely valuable in helping to plan the all-season road projects and reduce the environmental effects. For this reason, it is important to hear from local residents early on so that appropriate measures can be identified and taken to protect sensitive and culturally important areas.

Important ways that local residents participate in the projects are through community meetings and Traditional Knowledge studies. These studies involve the communities and include workshops and interviews with Elders, trappers,



hunters and other resource users. During these workshops and interviews, local people are encouraged to provide information that can help with the selection of the final alignment and design of the road. This may include information on the location of trap lines, historical transportation routes, traditional medicinal plants, animal migration routes, geographical land forms, waterways, cultural and spiritual sites and much more. The shared information is incorporated into the design and scheduling of the projects in such a way as to avoid or limit potential effects on the environment or traditional land uses. A good example of this is designing new bridges over key rivers and streams in a manner that allows local resource users to continue to travel on the waterways.

For the environmental assessment process, meetings are held in local communities at three key stages. Additional meetings may be held with Elders, trappers and other resource users. Community input from each of these stages is incorporated into the environmental impact assessment.

The first round of engagement is to describe the assessment process and gather community input to help identify the valued components which will inform the focus of the assessment.

The next engagement includes a presentation and discussion about potential effects, possible mitigation and follow-up ideas.

The final round of engagement presents the assessment results and steps moving forward. The input and opinion of communities on the east side of Lake Winnipeg and other interested stakeholders is greatly valued and is critical to the design of the project. It is incorporated into the environmental impact assessment and is used to design and plan better road projects. Following the assessment process conversations with east side communities will continue to shape the projects.



For more information on the Manitoba Infrastructure - East Side Transportation Initiative,
PLEASE CONTACT:
204-945-4900

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Annex A1-4:
How a Road is Constructed

How a Road is Constructed



Step 1

60 meter ROW gets cleared



Step 2

Overburden of 60 meter ROW is stripped back and stored for use when shaping the ditches.



Step 3

Geotextile is placed in wet areas identified by the engineered drawings to strengthen the integrity of the road as construction begins



Step 4

Blast rock is used as the first layer of the road construction



Step 5

After the blast rock has been placed and shaped to grade a lift of 6 inch material is placed



Step 6

6 inch material is then graded to meet engineering specifications and packed down



Step 7

After the 6 inch material has been packed a lift of 4 inch material is placed and shaped to meet road specifications



Step 8

The construction of the All Season Road is constructed using engineered drawings and each lift is checked and re checked by professional surveyors



Step 9

Before the final two lifts of the road construction are placed, culverts are installed to allow for surface water drainage within the ditches



Step 10

Culverts are installed to minimize the risk of washouts and ensure the natural flow of the surface water remains intact which reduces impacts on the wildlife in the area



Step 11

2” material is then placed to grade and packed down and a compaction test is done to ensure it meets the specifications



Step 12

After the 2” lift has been checked for compaction and it has been brought up to proper grade a final lift of traffic gravel is placed and compacted



Step 13

The final lift of traffic gravel is the brought up to grade and once again packed down and tested



Step 14

An important step in the construction of the All Season Road is the shaping of ditches for safety and drainage



Step 15

Ditch checks are installed around all water bodies to reduce surface water flow and minimize erosion



Step 16

Erosion control around bridge crossings is minimized by the use of straw rolls on the slopes, ditch checks , rip rap on shorelines, silt fence and silt curtains are also installed to slow down surface water run off



Step 17

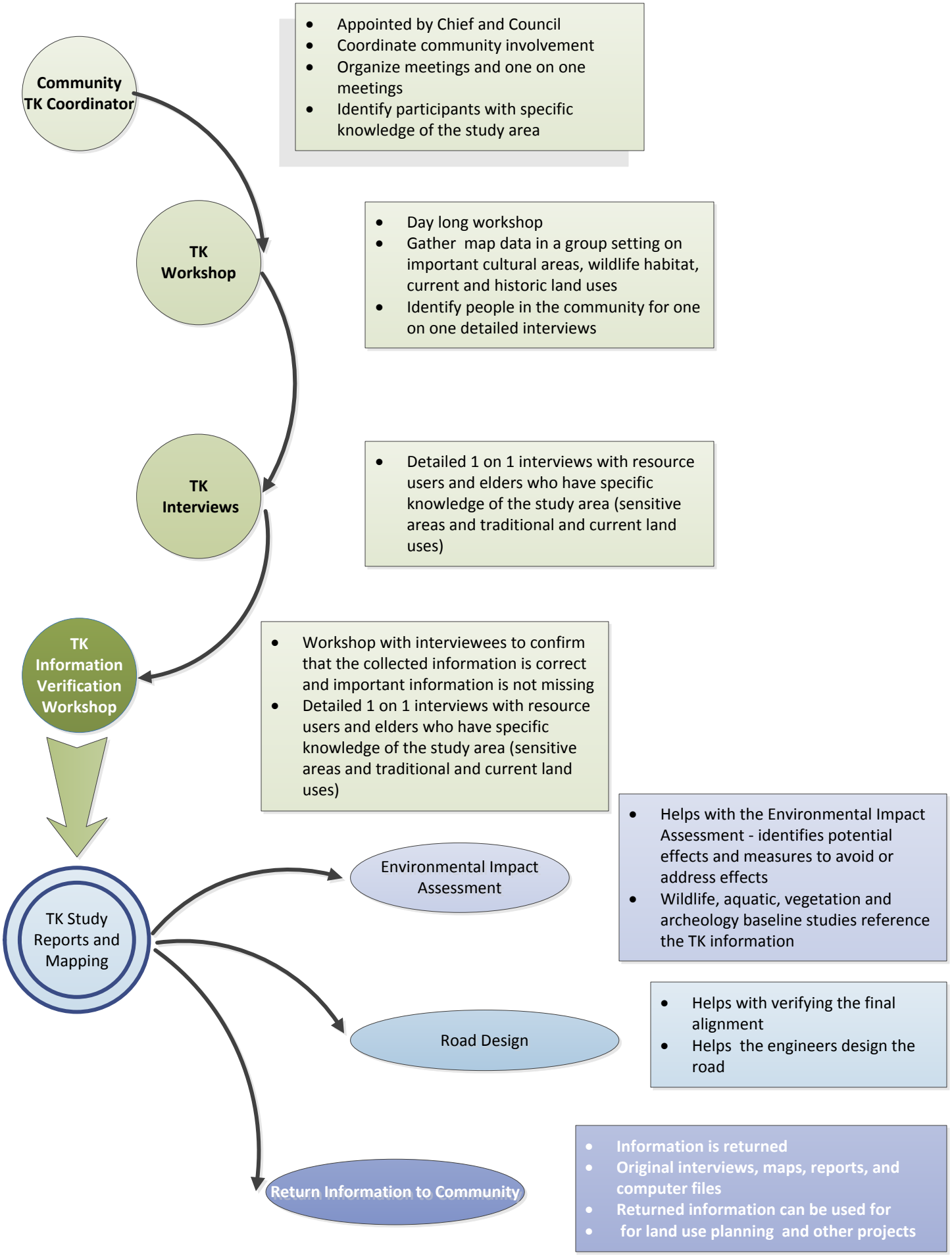
Final All Season Road construction is then inspected jointly by multiple agencies and opened up for public use



Any Questions ?????

Annex A1-5:
Overview of Traditional Knowledge Study

Overview of Traditional Knowledge Study



Annex A2:
Round 4 IPEP Materials

Annex A2-1:
Community Meeting Notice Posters

ROUND 4 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.

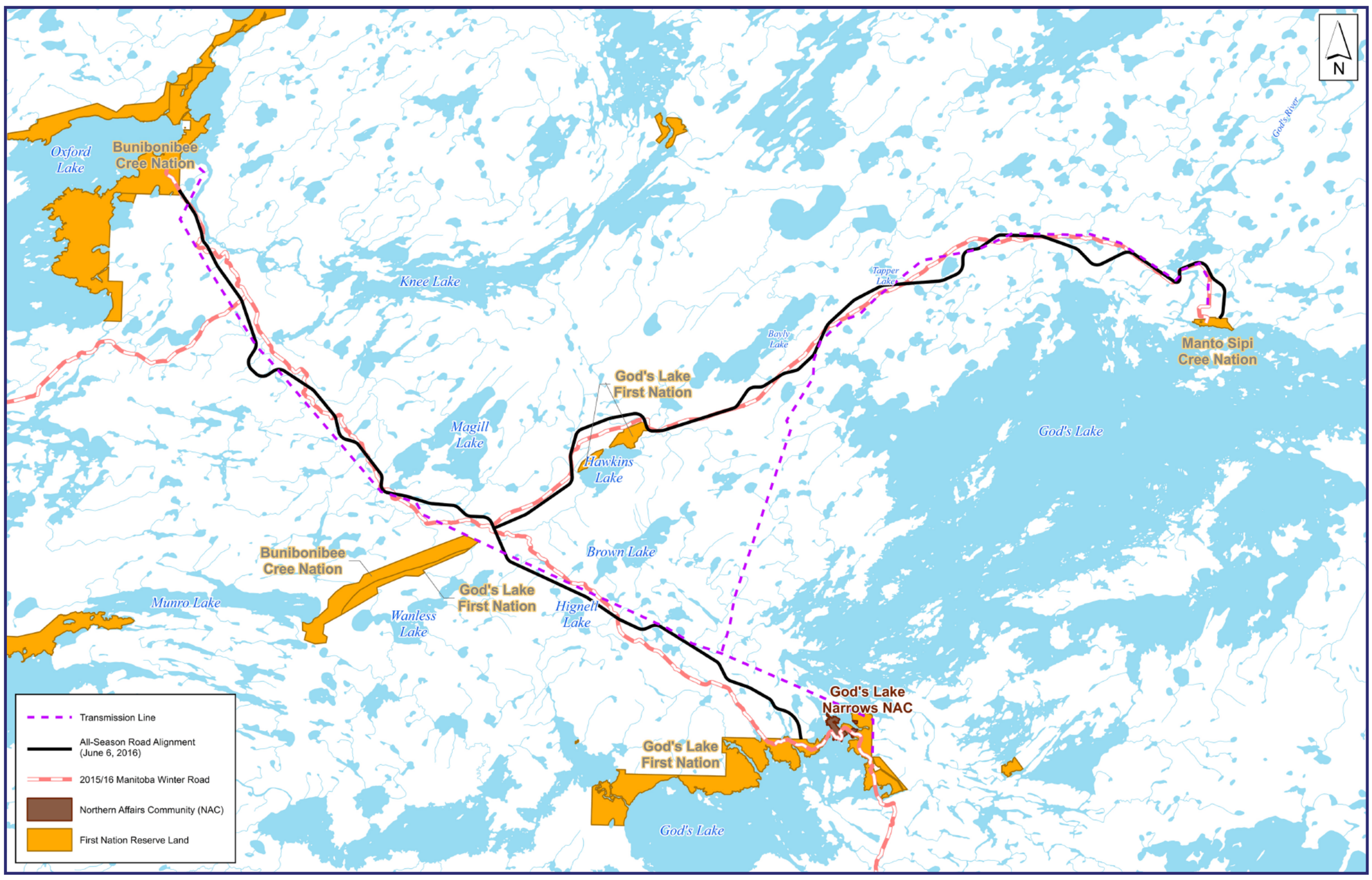




LOCATION: BUNIBONIBEE CREE NATION YOUTH BUILDING
DATE: DECEMBER 8, 2016
DOORS OPEN: 2:30 PM
PRESENTATION: 3:00 PM
DISCUSSION UNTIL: 5:00 PM

***Alternate location will be announced on the local radio should the venue change.**

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



Door prizes, food and refreshments will be provided.

For more information on the Community Meeting or the East Side Transportation Initiative,

PLEASE CONTACT:
1-866-356-6355

Manitoba Infrastructure

ROUND 4 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

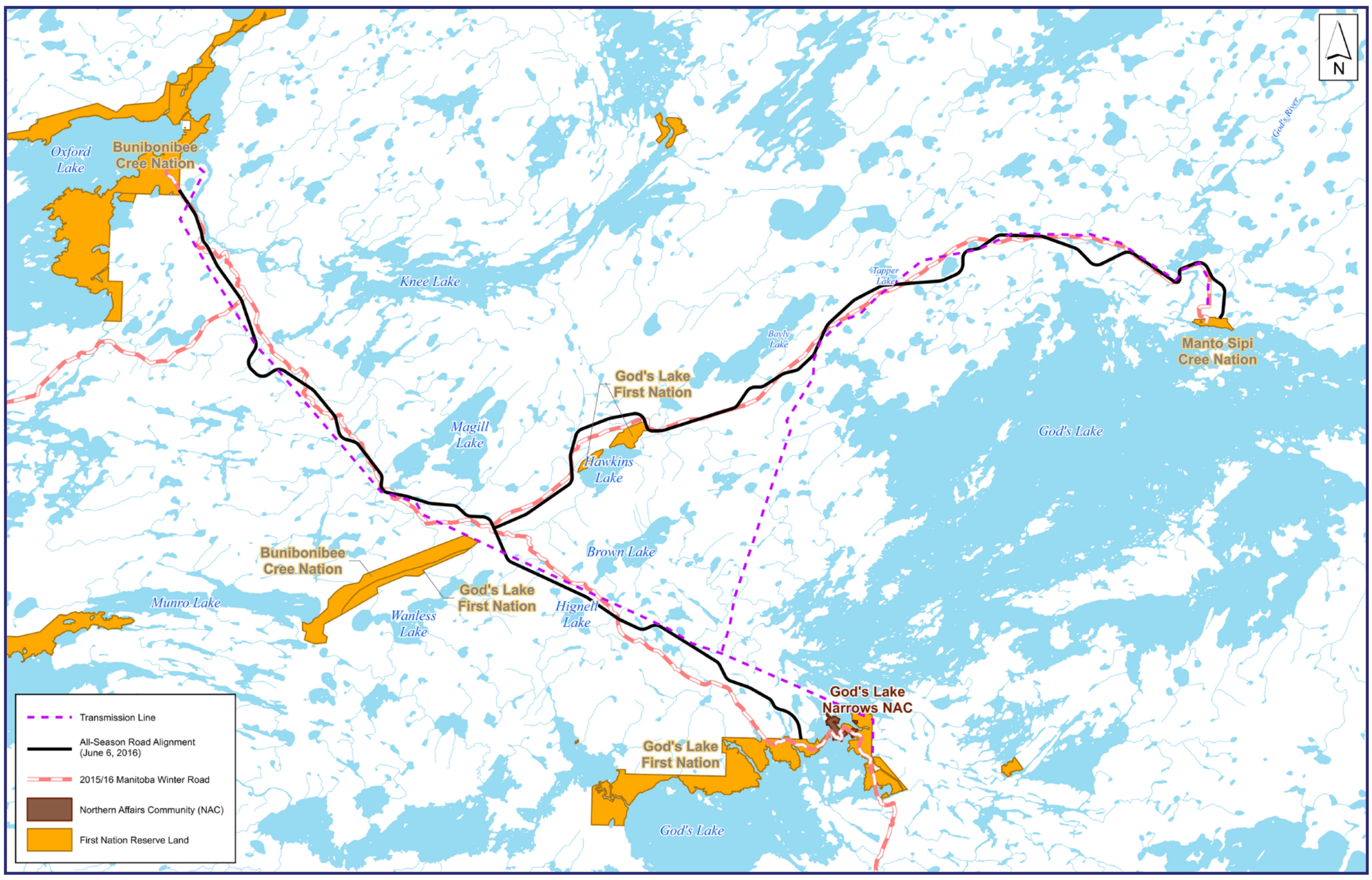
Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.





LOCATION: GOD'S LAKE FIRST NATION YOUTH CENTRE
DATE: DECEMBER 9, 2016
DOORS OPEN: 1:00 PM
PRESENTATION: 1:30 PM
DISCUSSION UNTIL: 3:30 PM

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



Door prizes, food and refreshments will be provided.

For more information on the Community Meeting or the East Side Transportation Initiative,

PLEASE CONTACT:
1-866-356-6355

Manitoba Infrastructure

ROUND 4 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

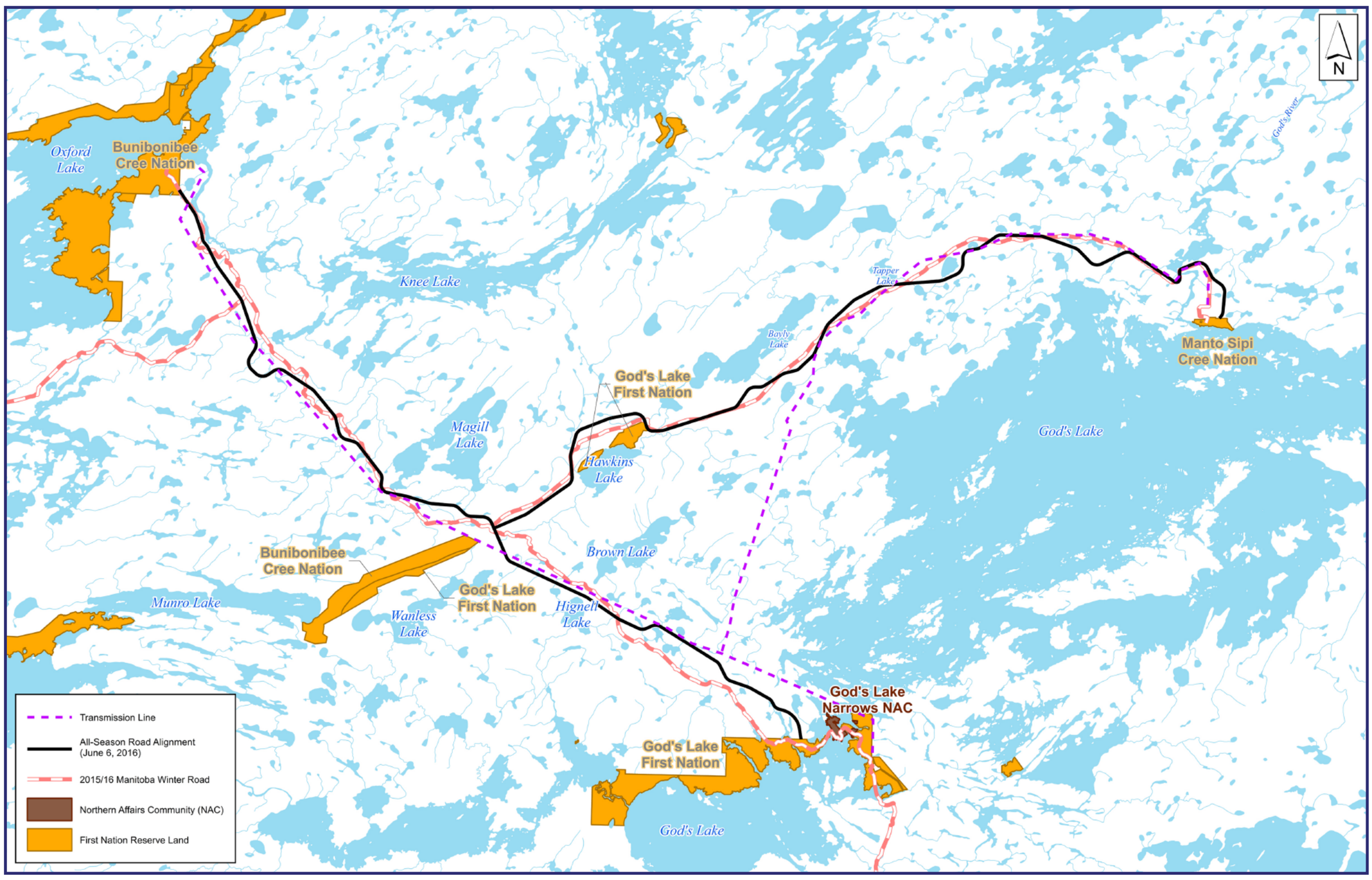
Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.





LOCATION: GOD'S LAKE NARROWS COMMUNITY HALL ON THE ISLAND
DATE: DECEMBER 9, 2016
DOORS OPEN: 4:30 PM
PRESENTATION: 5:00 PM
DISCUSSION UNTIL: 6:30 PM

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



Door prizes, food and refreshments will be provided.

For more information on the Community Meeting or the East Side Transportation Initiative,

PLEASE CONTACT:
1-866-356-6355

Manitoba Infrastructure

ROUND 4/5 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation

Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

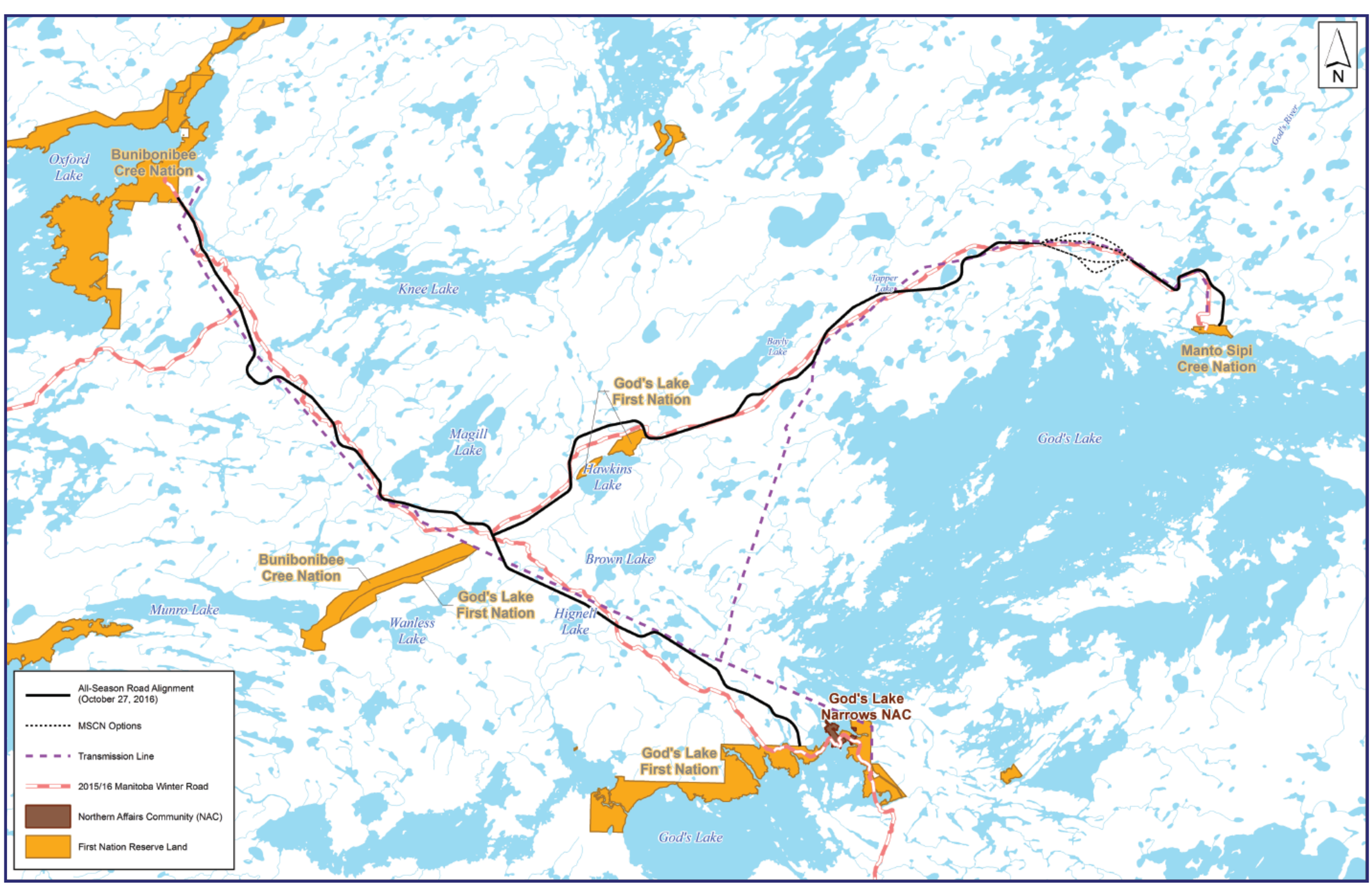




LOCATION: Community Hall
DATE: September 22, 2017
DOORS OPEN: 12:00 p.m. (Lunch)
PRESENTATION: 1:00 p.m.
DISCUSSION UNTIL: 4:00 p.m.

***Alternate location will be announced on the local radio should the venue change.**

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



Door prizes, food and refreshments will be provided.

For more information on the Community Meeting or the East Side Transportation Initiative,

PLEASE CONTACT:
204-945-4900

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Annex A2-2:

Display Boards – Manto Sipi Cree Nation Community Meeting (Combined Round 4 and 5)

WELCOME!

to the East Side Transportation Initiative

COMMUNITY MEETING



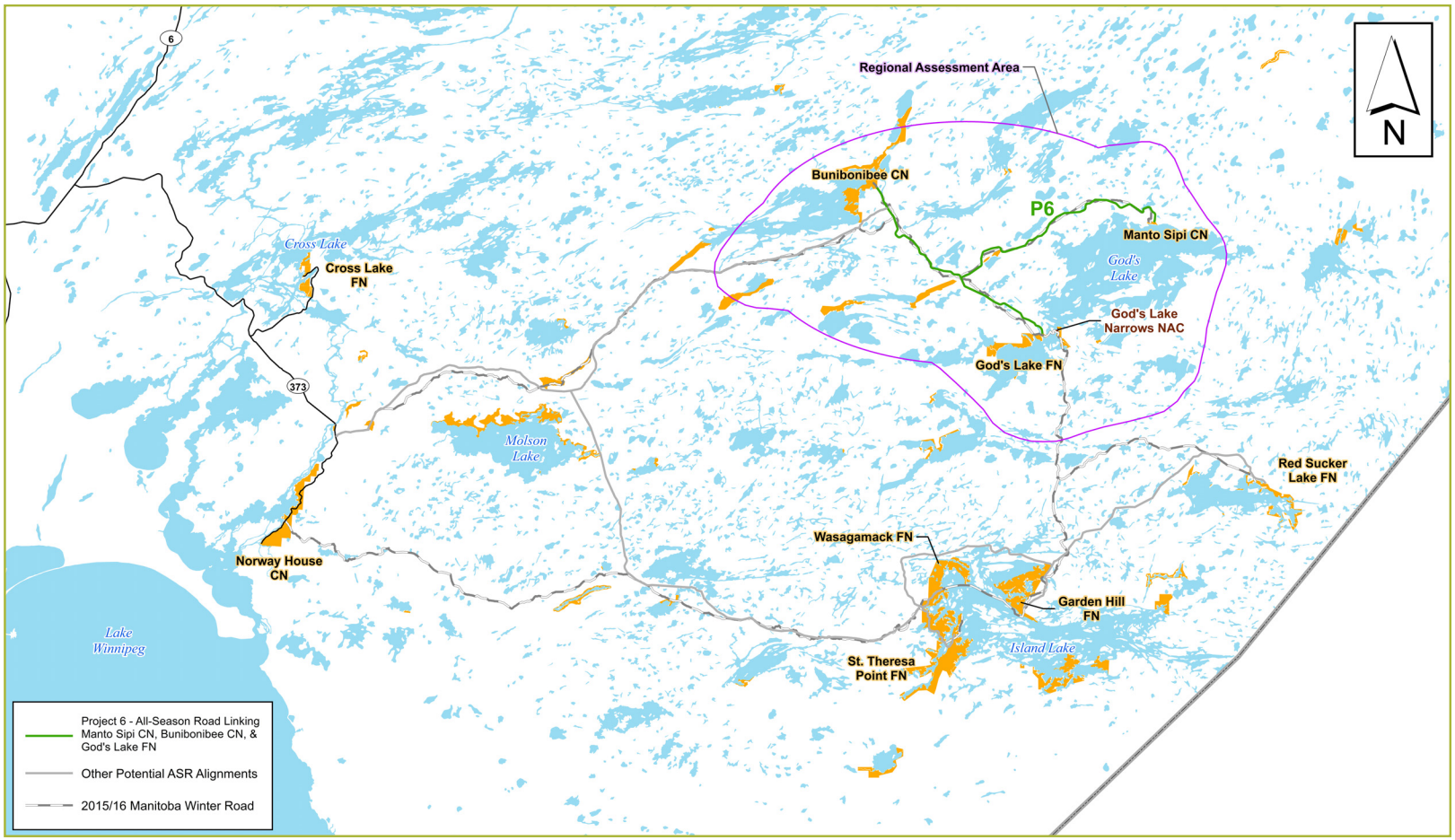



PROJECT 6 ALL-SEASON ROAD
LINKING MANTO SIPI CREE NATION,
BUNIBONIBEE CREE NATION & GOD'S LAKE FIRST NATION

KGS GROUP CONSULTING ENGINEERS

Manitoba Infrastructure

EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS



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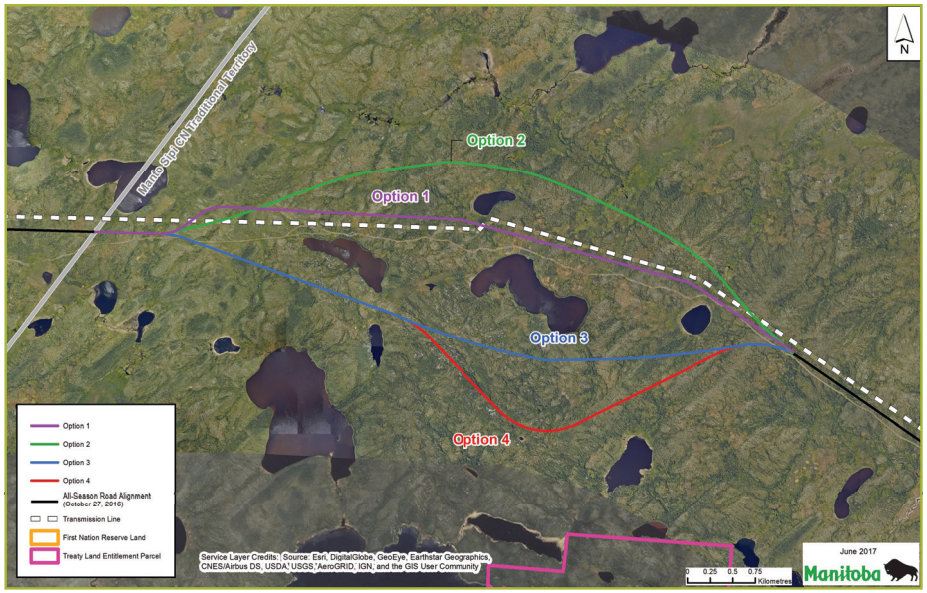
MANTO SIPI CREE NATION ALIGNMENT OPTIONS



Manto Sipi Cree Nation initially identified an alignment near the community that was parallel to the winter road that crossed through a large bog/fen. Sourcing the necessary rock to construct an approximate 8 km segment along the winter road would require additional access roads and quarries. Manitoba Infrastructure proposed three alternative options to reduce the project footprint, cost and construction timelines.

To help identify a preferred option, Manitoba Infrastructure did a fly over with representatives of Manto Sipi Cree Nation in June 2017 to investigate the existing conditions and evaluate the four road alignment options. Based on the observations provided below, Manitoba Infrastructure recommends Option 3 as the preferred alignment.

Option 1

Pros:

1. Short alignment 7.5 km in length
2. Flat vertical profile

Cons:

1. Very wet land with peat moss that will greatly increase the amount of materials required to build the road embankment
2. No existence of road building materials (rock) along the alignment
3. Potential future embankment settlement
4. Long hauling distance for the road building materials
5. Very high construction cost compared to other alternatives

Option 2

Pros:

1. Flat vertical profile
2. Signs of availability of clay materials

Cons:

1. Long alignment 7.8 km in length
2. Wet land and signs of peat moss existence
3. Lack of road building materials along the alignment
4. Long hauling distance for the road building materials
5. High construction cost

Option 3

Pros:

1. Shortest alignment 7.3 km in length
2. Availability of road building materials along the alignment
3. Relatively smooth horizontal and vertical alignment
4. Low construction cost compared to other alternatives
5. Easy to construct

Cons:

1. No cons

Option 4

Pros:

1. Availability of rock

Cons:

1. Long alignment 7.8 km in length
2. Large cut and fill volumes
3. Rugged terrain
4. High construction cost

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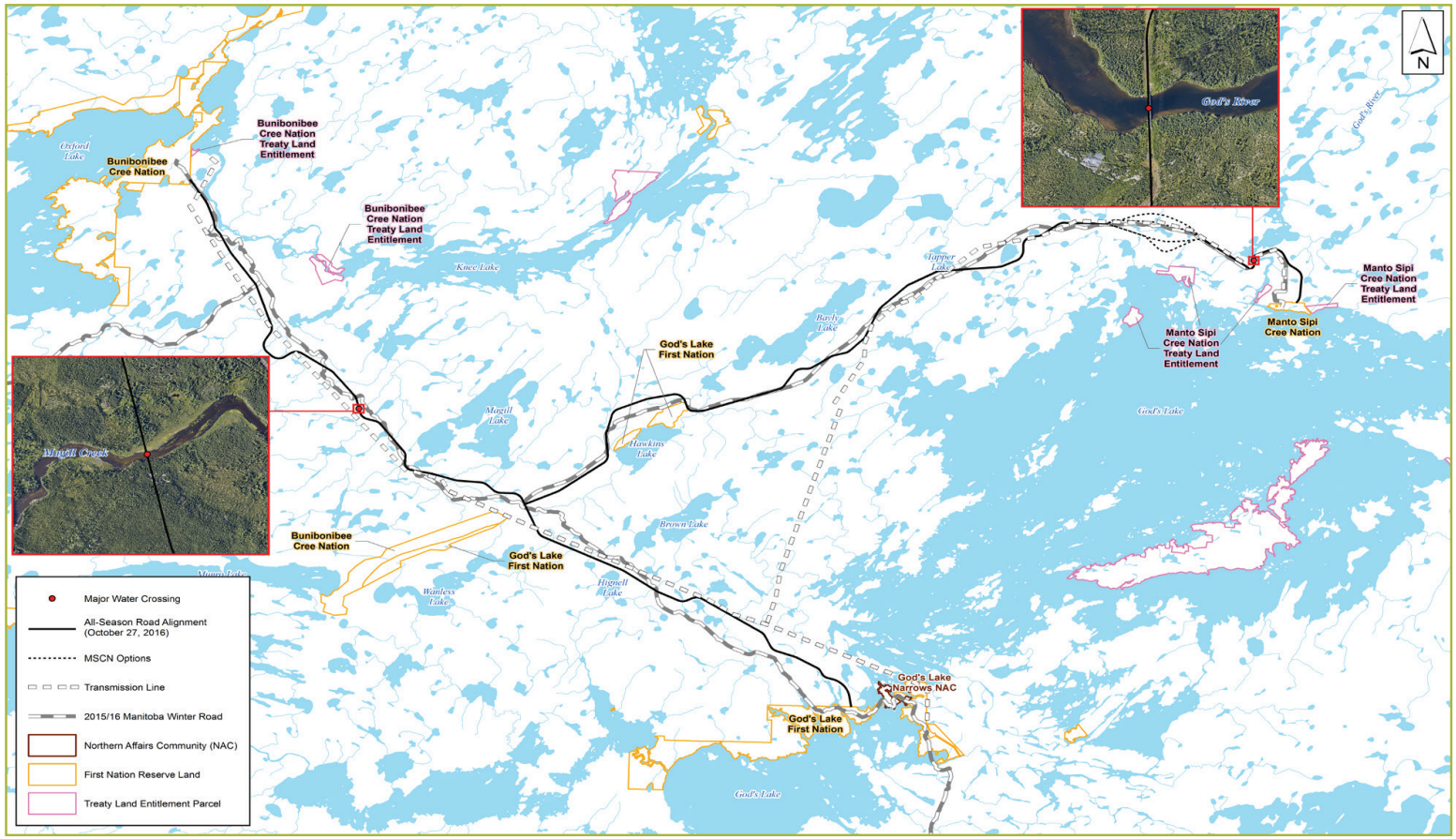
MAJOR WATER CROSSINGS



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ALL-SEASON ROAD CONSTRUCTION STEPS

ASR PLANNING AND DESIGN

Traditional Knowledge



Sensitive Site Identification



Soil Studies



Community and Stakeholder Meetings



Environmental Studies / Approvals



CONSTRUCTION

Right of Way Clearing



Aggregate Production and Quarries, Establishment of Borrow Pits



Grading and Gravelling



Culvert Installation and Equalization



Bridge Construction and Installation



Re-Vegetation and Erosion Control



MAINTENANCE

Mowing



Mechanical Brushing



Washout Repair



Drainage Preservation



Snow Plowing



Sanding, Spreading Ice and Dust Control



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Manitoba Infrastructure

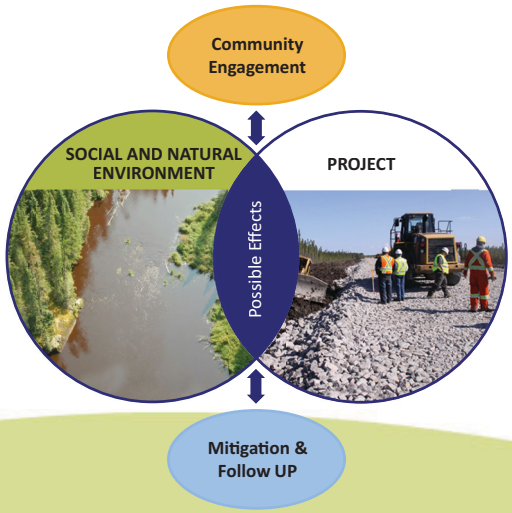
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

An EIA is a process to predict environmental effects of proposed projects before they are carried out

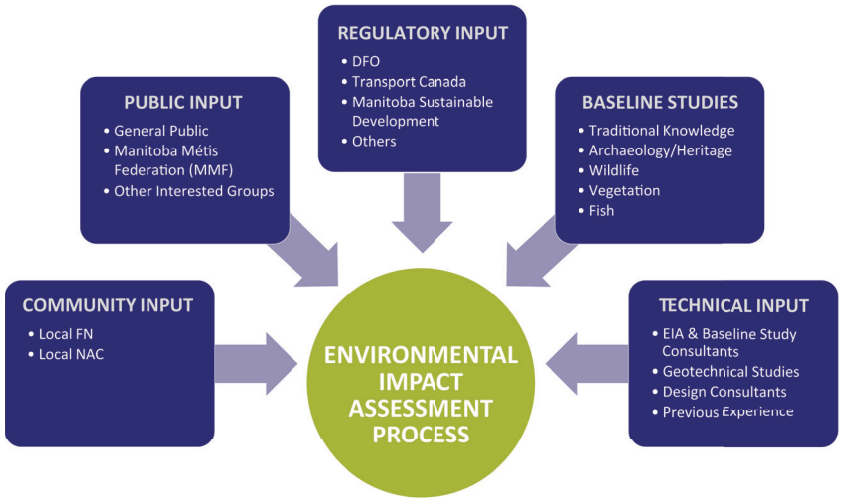
As a planning and decision-making tool, an EIA aims to minimize or avoid negative environmental effects before they occur, and incorporate environmental factors into the decision making process. EIA's;

- Identify potential effects of a project
- Propose measures to mitigate those effects
- Predict whether effects will remain after mitigation is implemented
- Follow up to verify anticipated effects and effectiveness of mitigation

An EIA involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement, and mitigation and follow up on possible effects.



The EIA involves a wide variety of inputs from a diverse range of sources, including input from community & stakeholders in the immediate project area, the general public and other stakeholders groups, regulatory agencies, baseline studies, technical input from consultants, and previous project experience.



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Manitoba Infrastructure

MITIGATION

Mitigation measures are actions that can be done to reduce or avoid the effects that a project could have on the environment

In terms of mitigating potential impacts, the environmental impact assessment uses a variety of actions. In order of preference, these actions include:

AVOID
- **AVOIDING** the effect altogether (most preferred)

MINIMIZE
- **MINIMIZING** effects by limiting the degree or magnitude of the action and its implementation

RESTORE
- **RESTORING** by applying rehabilitation techniques after the effect may have occurred, such as revegetation of disturbed areas

REDUCE OR ELIMINATE
- **REDUCING OR ELIMINATING** the potential effect over time by preservation and maintenance operations

OFFSET
- **OFFSETING** potential effects through measures such as offsite habitat creation

MONITOR
- **MONITORING** the project over time to identify and reduce potential effects

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WILDLIFE STUDIES



AERIAL SURVEYS

- Determine wildlife number, locations, and unique areas
- Moose Surveys
  - 2,430 km^2 surveyed
  - February 18-19, 2016
  - 63 total moose observed
- Multi-Species Surveys - (caribou, moose, furbearers)
  - Track and animal observations
  - 5,200 km^2 surveyed
  - February 20-21, 2016



AUTONOMOUS RECORDING UNITS (ARUs)

- 20 ARUs deployed,
- March-September 2016
  - 19 species recorded - raven, woodpecker, snipe common in March/April
  - Geese, ducks and frogs common in May



TRAIL CAMERA

- 55 cameras deployed
- March 2016-present
  - Moose, bear, and furbearers commonly photographed



BREEDING BIRD ATLAS SURVEYS (2014-2015)

- 64 species observed - mostly songbirds
- No rare species

- Local wildlife knowledge in 2016 gained through community field participants and wildlife workshop

- Proposed work (winter 2016/17)
  - Aerial Moose Survey
  - Trail Camera
  - Trapper Participation
  - Caribou and Wolf GPS Collaring

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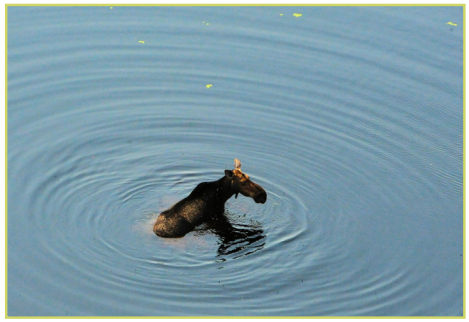
WILDLIFE VALUED COMPONENTS

The project area includes animal species that are important to local community cultural, traditional, economic activities and values



BIG GAME

- Caribou
- Moose



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves



BIRDS

- Raptors/birds of prey (eagles, osprey, hawks, owls)
- Waterfowl (geese, ducks)
- Migratory birds (e.g. songbirds)
- Game birds (grouse, partridge)

WHAT IS IMPORTANT TO YOU?

KGS GROUP CONSULTING ENGINEERS

Manitoba Infrastructure

MOOSE/CARIBOU

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
CHANGE IN HABITAT		• Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION		• Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS		• Road design: improved sightlines, reduced speed, and signage on road
INCREASED ACCESS TO RESOURCE AREAS		• Block temporary access roads after construction

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FURBEARERS

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
CHANGE IN HABITAT		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
DISTURBANCE FROM CONSTRUCTION		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
INCREASED ACCESS TO RESOURCE AREAS		• Block temporary access roads after construction

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BIRDS

POSSIBLE CHANGES (EFFECTS)		MITIGATION IDEAS
CHANGE IN HABITAT		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
DISTURBANCE AND DISPLACEMENT FROM NOISE		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
DISTURBANCE OF EXISTING NESTS		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
INCREASED ACCESS TO RESOURCE AREAS		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

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VEGETATION STUDIES



OBJECTIVE

Provide an understanding of the baseline vegetation conditions

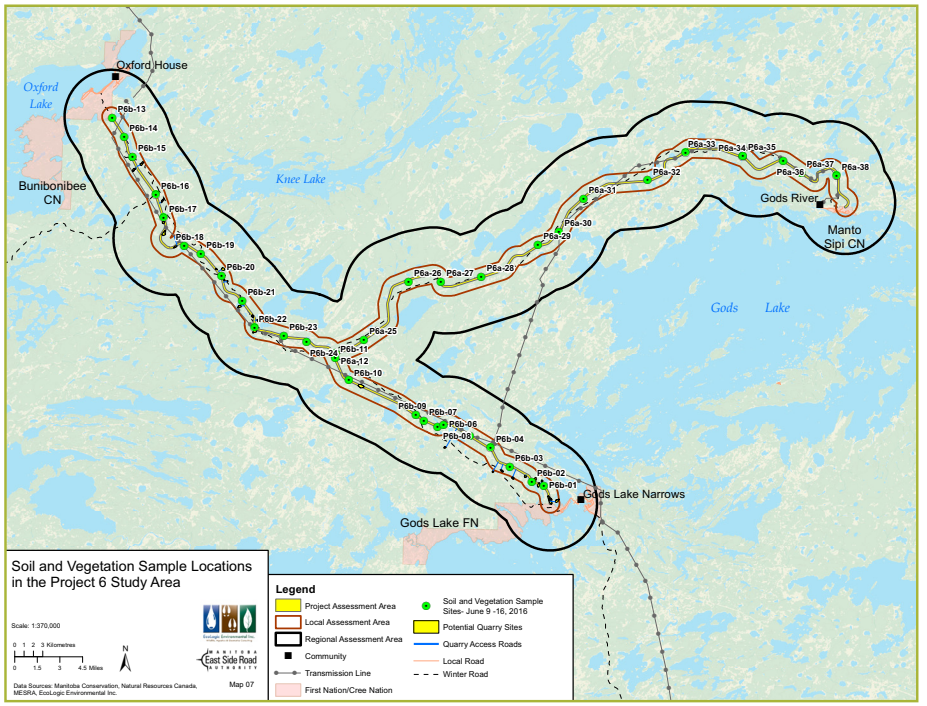
- Existing information included
  - Fire History
  - Land Cover
  - Wetlands
  - Flora
  - Species of concern
  - Culturally important species
- Field studies conducted June 9 to 16, 2016



bog cranberry

FIELD INFORMATION COLLECTED

- Vegetation and soil
- Forest conditions – tree ages and heights
- Local flora – 143 species observed
- No species of concern observed
- 3 uncommon species observed
- Traditional species - saskatoon, strawberries, mossberries, blue-berries, cranberries, Labrador tea



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VEGETATION VALUED COMPONENTS



sundew

- Plant species of conservation concern which includes species listed by
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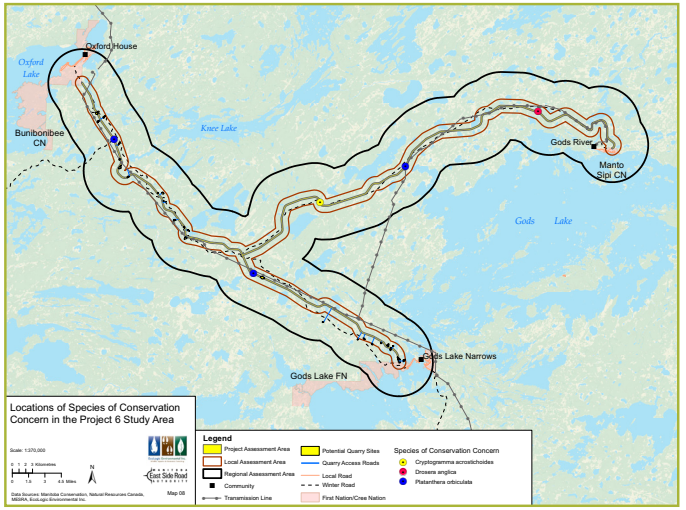



Labrador tea

- Key communitiy harvest areas for plant species important to the community and valued for food, ceremonies, income or medicinal purposes

WHAT IS IMPORTANT TO YOU?

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VEGETATION

POSSIBLE CHANGES (EFFECTS)

- REMOVAL OF TREES AND SHRUBS IN CONSTRUCTION AREAS
- LOSS OF SPECIES OF CONCERN AND HABITAT FROM CLEARING ACTIVITIES
- SPREAD OF INVASIVE AND NON-NATIVE SPECIES
- CHANGE IN WETLAND SUBSURFACE WATER FLOW
- INCREASED ACCESS TO RESOURCE AREAS

MITIGATION IDEAS



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area



- Survey for species of concern



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species



- Maintain subsurface waterflow



- Block access roads after construction

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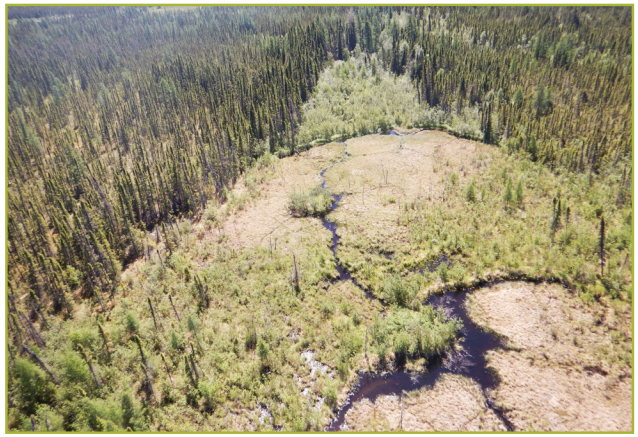
AQUATIC STUDIES



example of no fish habitat wetland stream



example of marginal fish habitat stream



example of important fish habitat stream, Magill Creek

- 54 stream crossings on the P6 alignment
  - 2 bridge crossings: Magill Creek and God's River
  - 52 culvert crossings

- Fish habitat assessments conducted June 14-22, 2016
  - 11 species of fish captured during surveys
  - No fish habitat at 29 crossing sites
  - Marginal fish habitat at 18 crossing sites
  - Important fish habitat at 7 crossing sites

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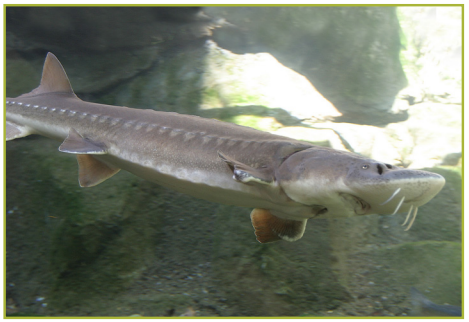
AQUATIC VALUED COMPONENTS



FISH HABITAT

- Supports fish of imporance for local community, cultural, traditional, and economic activities and values
- Protected under *Fisheries Act*



AQUATIC SPECIES AT RISK

- Lake sturgeon is designated as Endangered and is present in God's River, Hayes River and God's Lake



FISH

- Integral part of aquatic ecosystem
- Of particular value to local communities
- Protected under *Fisheries Act*
- Includes all species (harvested and others that support the fisheries)

WHAT IS IMPORTANT TO YOU?

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FISH, REPTILES AND AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)

- HABITAT LOSS OR CHANGE IN PRODUCTIVITY
- CHANGE IN WATER QUALITY FROM SEDIMENT
- IMPROVED ACCESS TO WATERWAYS
- BLOCKED MOVEMENTS
- CHANGES IN WATER FLOWS
- HARM FROM ACCIDENTAL SPILLS
- INTRODUCTION OF NON-NATIVE SPECIES FROM EQUIPMENT

MITIGATION IDEAS



- Avoid critical reproduction period and locations
- No work below the high water mark in spring



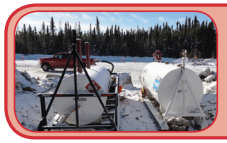
- Clear in winter and limit clearing near water-courses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

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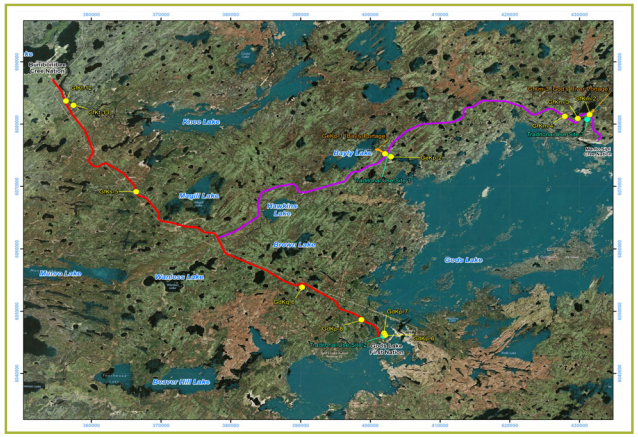
HERITAGE RESOURCES IMPACT ASSESSMENT (HRIA)



Thomas MacKay digging a shovel test



map of archaeological traditional use sites



Magill Creek Quartz Quarry (Geks-5)

- 77 target locations assessed visually and through subsurface inspection, July 2016
  - Locations with high to moderate potential for heritage resources
  - Heritage potential based on proximity to
    - Water and other resources
    - Cultural features (travel routes)
    - Observable land forms

- 12 new archaeological sites & 3 traditional use sites found
  - 7 lithic scatters, 2 portages, 2 lithic quarries and 1 isolated find

- 316 shovel tests, excavations found
  - 146 lithic artifacts (including 10 stone tools)
  - 3 fragments of bone

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CULTURAL VALUED COMPONENTS

The land provides fresh water, healthy food, and clean air. Communities depend on the land for their cultural and physical health



fishing, trapping and hunting



harvesting of edible, medicinal, and cultural plants



cultural and archaeological sites
community health and well-being

WHAT IS IMPORTANT TO YOU?

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SOCIO-ECONOMIC

Construction of an All-Season Road presents many opportunities for economic benefits to East Side communities







Some of the economic benefits are

- Construction jobs
- Tourism and recreation
- Year-round access
- Reduced shipping and travel costs

WHAT IS IMPORTANT TO YOU?

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HERITAGE & CULTURAL SITES

POSSIBLE CHANGES (EFFECTS)

- LOSS OR DISTURBANCE TO HERITAGE SITES AND OBJECTS
- DISTURBANCE TO CULTURAL (SACRED) SITES
- DISTURBANCE TO COMMUNITY USE SITES

MITIGATION IDEAS



- Avoid known heritage sites or recover artefacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road road during construction



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



- Block temporary access roads after construction

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TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)		MITIGATION IDEAS
LOSS OF TRADITIONALLY USED PLANTS FROM CLEARING		• Map important traditional use areas for project planning and design (routing and set backs)
CHANGE TO MOOSE/CARIBOU DISTRIBUTION AFFECTING HUNTING		• Protect moose and caribou *(see boards)*
		• Protect furbearers *(see boards)*
CHANGE TO FURBEARER DISTRIBUTION AFFECTING TRAPPING		• Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
		• Protect fish, reptiles, amphibians *(see boards)*
CHANGE IN FISHERY HARVEST AND COLLECTION OF AQUATIC PLANTS AND FISH EGGS		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
		• Block temporary access roads after construction

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OTHER CONSIDERATIONS

The previous boards show aspects that will be considered in the Environmental Assessment





Do you AGREE?

What ELSE should be considered?

WHAT IS IMPORTANT TO YOU?

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Annex A2-3:

Display Boards – Bunibonibee Cree Nation, God's Lake First Nation and God's Lake Narrows Community Meetings

WELCOME!

to the East Side Transportation Initiative

COMMUNITY MEETING






PROJECT 6 ALL-SEASON ROAD
LINKING MANTO SIPI CREE NATION,
BUNIBONIBEE CREE NATION & GOD'S LAKE FIRST NATION

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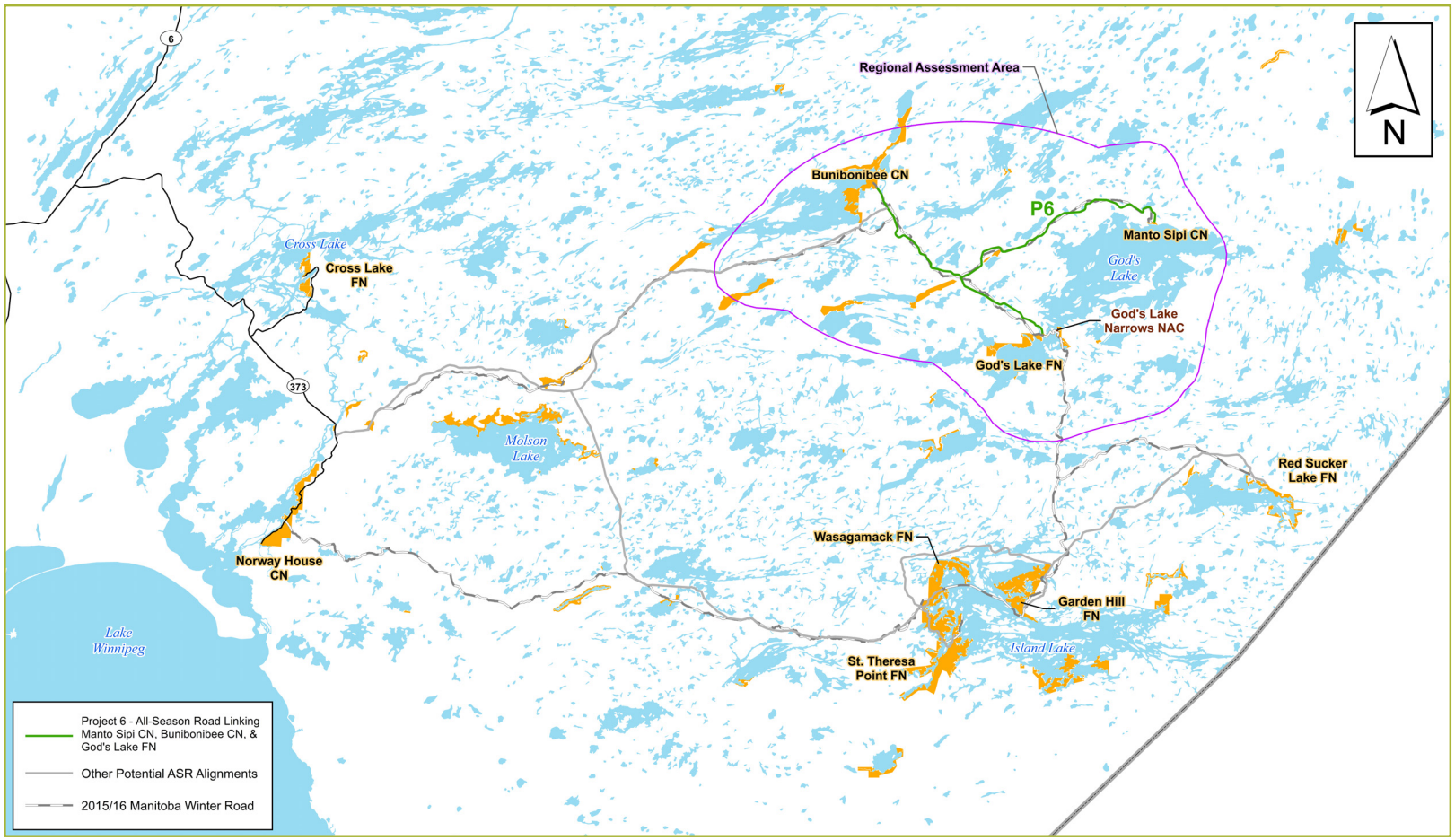
EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS



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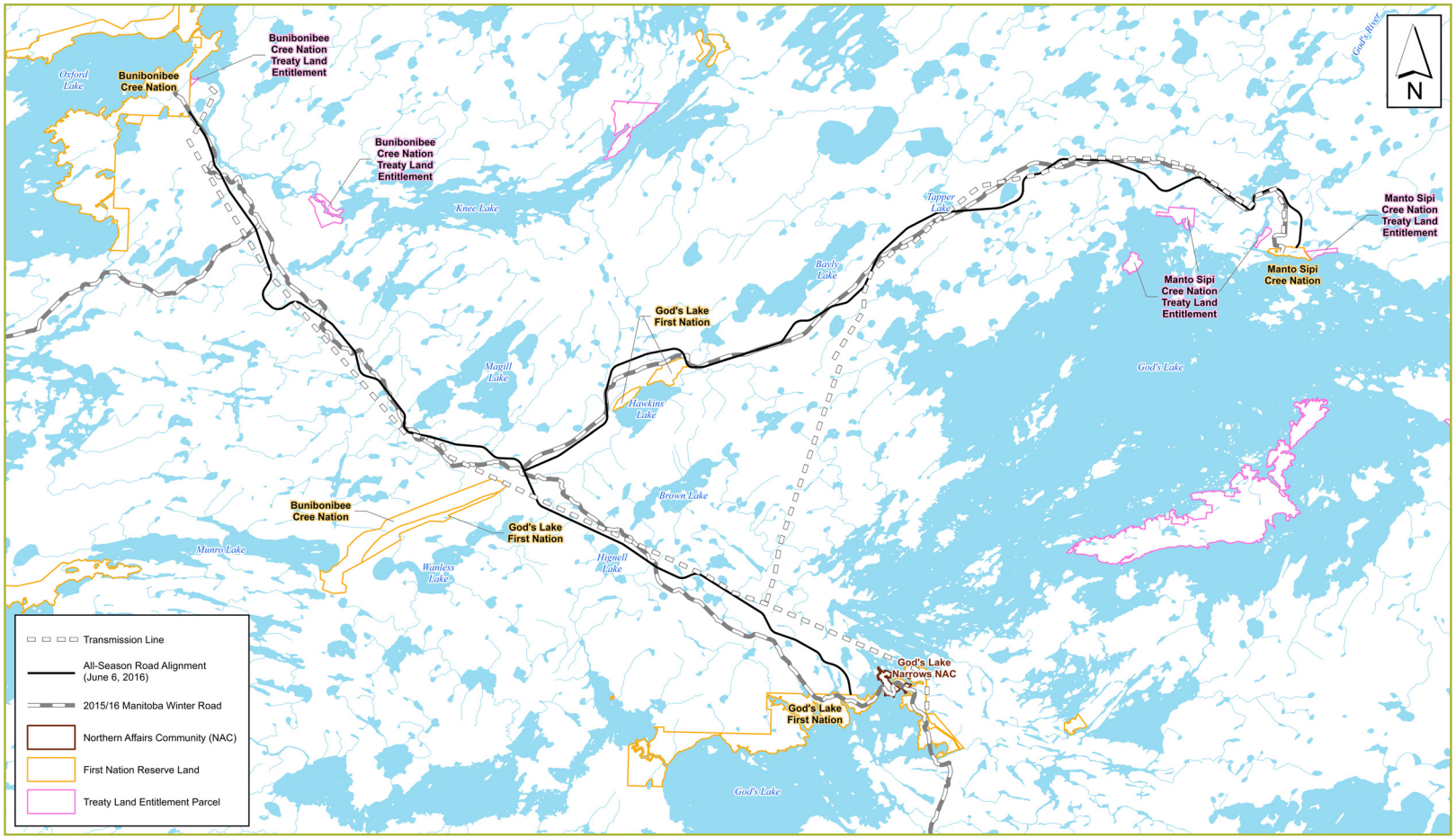
PROJECT AREA



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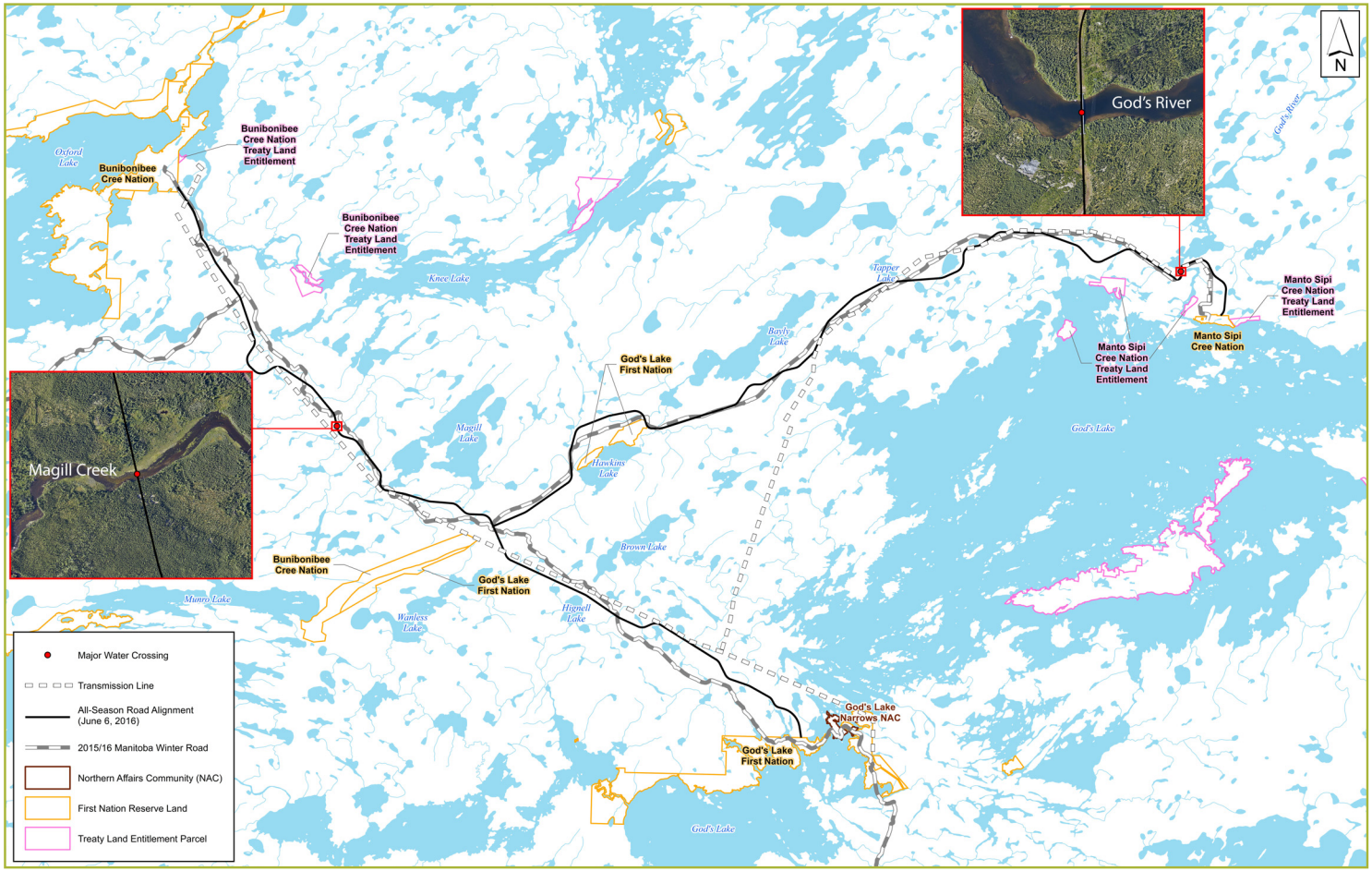
MAJOR WATER CROSSINGS



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WILDLIFE STUDIES



AERIAL SURVEYS

- Determine wildlife number, locations, and unique areas
- Moose Surveys
  - 2,430 km^2 surveyed
  - February 18-19, 2016
  - 63 total moose observed
- Multi-Species Surveys - (caribou, moose, furbearers)
  - Track and animal observations
  - 5,200 km^2 surveyed
  - February 20-21, 2016



AUTONOMOUS RECORDING UNITS (ARUs)

- 20 ARUs deployed,
- March-September 2016
  - 19 species recorded - raven, woodpecker, snipe common in March/April
  - Geese, ducks and frogs common in May



TRAIL CAMERA

- 55 cameras deployed
- March 2016-present
  - Moose, bear, and furbearers commonly photographed



BREEDING BIRD ATLAS SURVEYS (2014-2015)

- 64 species observed - mostly songbirds
- No rare species

- Local wildlife knowledge in 2016 gained through community field participants and wildlife workshop

- Proposed work (winter 2016/17)
  - Aerial Moose Survey
  - Trail Camera
  - Trapper Participation
  - Caribou and Wolf GPS Collaring

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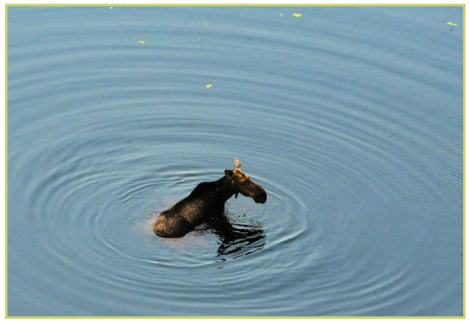
WILDLIFE VALUED COMPONENTS

The project area includes animal species that are important to local community cultural, traditional, economic activities and values



BIG GAME

- Caribou
- Moose



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves



BIRDS

- Raptors/birds of prey (eagles, osprey, hawks, owls)
- Waterfowl (geese, ducks)
- Migratory birds (e.g. songbirds)
- Game birds (grouse, partridge)

WHAT IS IMPORTANT TO YOU?

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VEGETATION STUDIES



OBJECTIVE

Provide an understanding of the baseline vegetation conditions

- Existing information included
  - Fire History
  - Land Cover
  - Wetlands
  - Flora
  - Species of concern
  - Culturally important species
- Field studies conducted June 9 to 16, 2016



bog cranberry

FIELD INFORMATION COLLECTED

- Vegetation and soil
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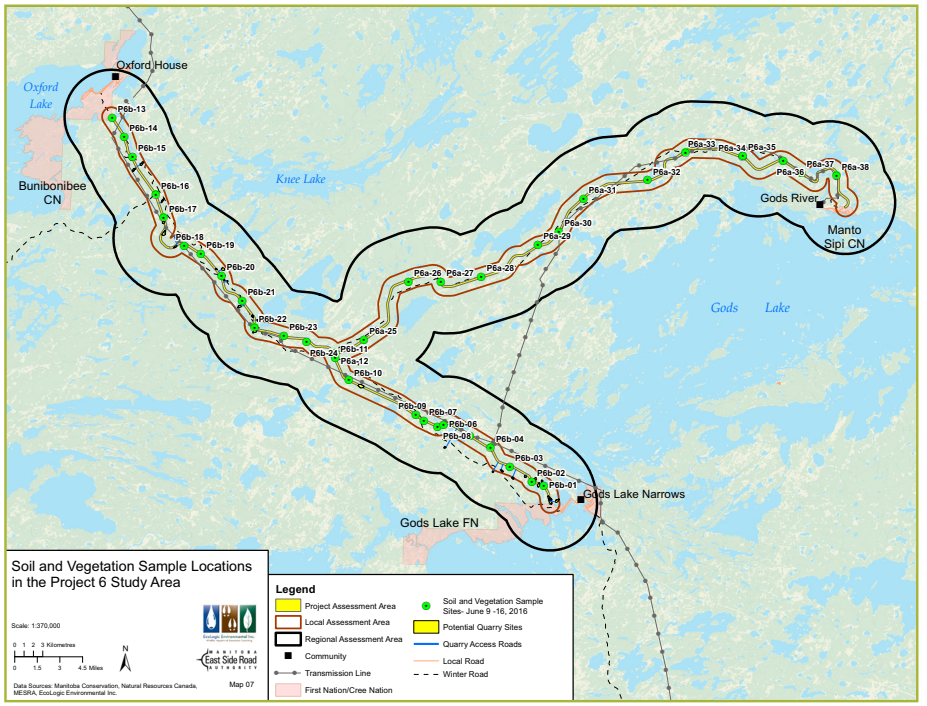

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sundew

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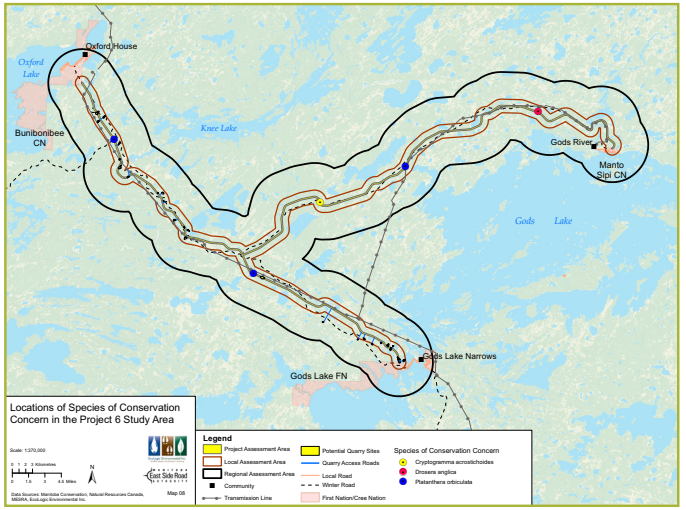



Labrador tea

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WHAT IS IMPORTANT TO YOU?

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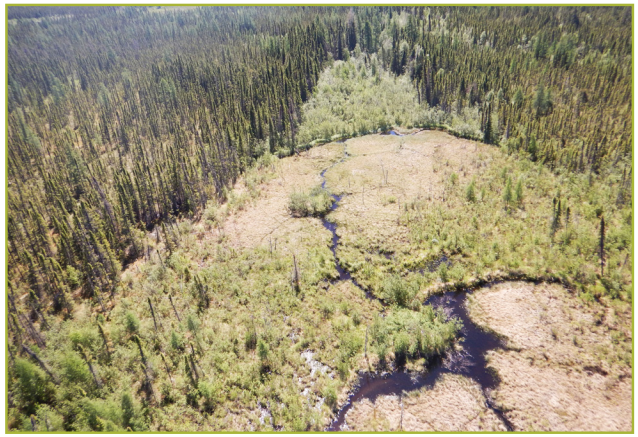
AQUATIC STUDIES



example of no fish habitat wetland stream



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AQUATIC VALUED COMPONENTS



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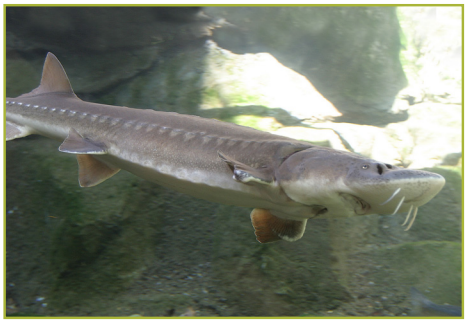

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WHAT IS IMPORTANT TO YOU?

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HERITAGE RESOURCES IMPACT ASSESSMENT (HRIA)



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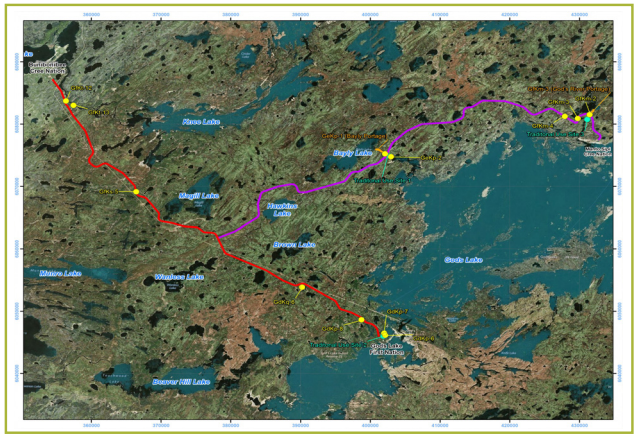

map of archaeological traditional use sites



Magill Creek Quartz Quarry (Geks-5)

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fishing, trapping and hunting



harvesting of edible, medicinal, and cultural plants



cultural and archaeological sites
community health and well-being

WHAT IS IMPORTANT TO YOU?

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SOCIO-ECONOMIC

Construction of an All-Season Road presents many opportunities for economic benefits to East Side communities







Some of the economic benefits are

- Construction jobs
- Tourism and recreation
- Year-round access
- Reduced shipping and travel costs

WHAT IS IMPORTANT TO YOU?

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OTHER CONSIDERATIONS

The previous boards show aspects that will be considered in the Environmental Assessment





Do you AGREE?

What ELSE should be considered?

WHAT IS IMPORTANT TO YOU?

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Annex A2-4:

Presentation – Manto Sipi Cree Nation Community Meeting (Combined Round 4 and 5)

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

The Environmental Assessment (Round 4 and 5) - Presentation to Manto Sipi Cree Nation

September 22, 2017

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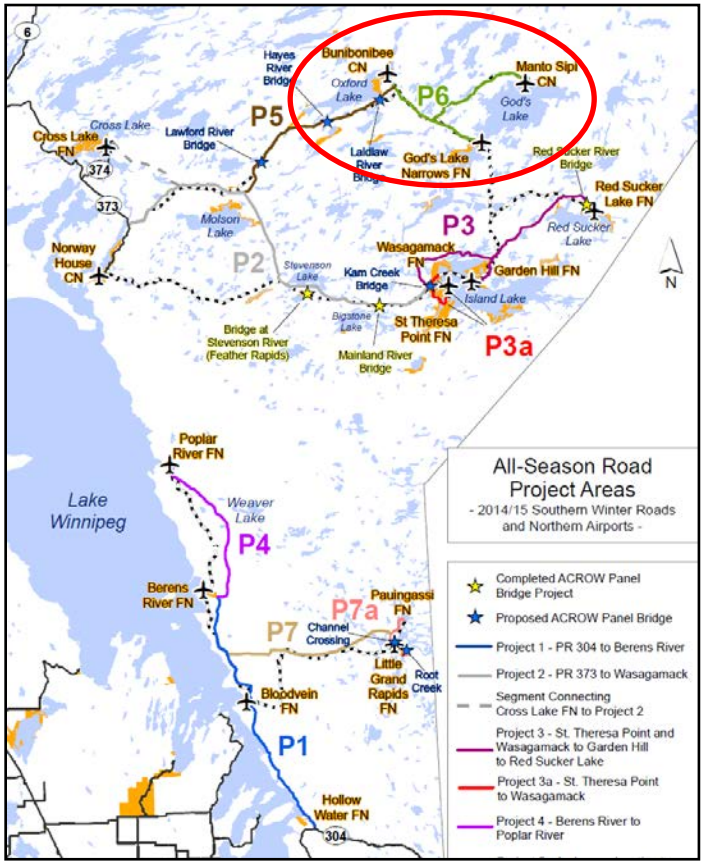
Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Review the options that have been considered
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design
- Discuss potential effects and mitigation measures

East Side Transportation Initiative (ESTI)

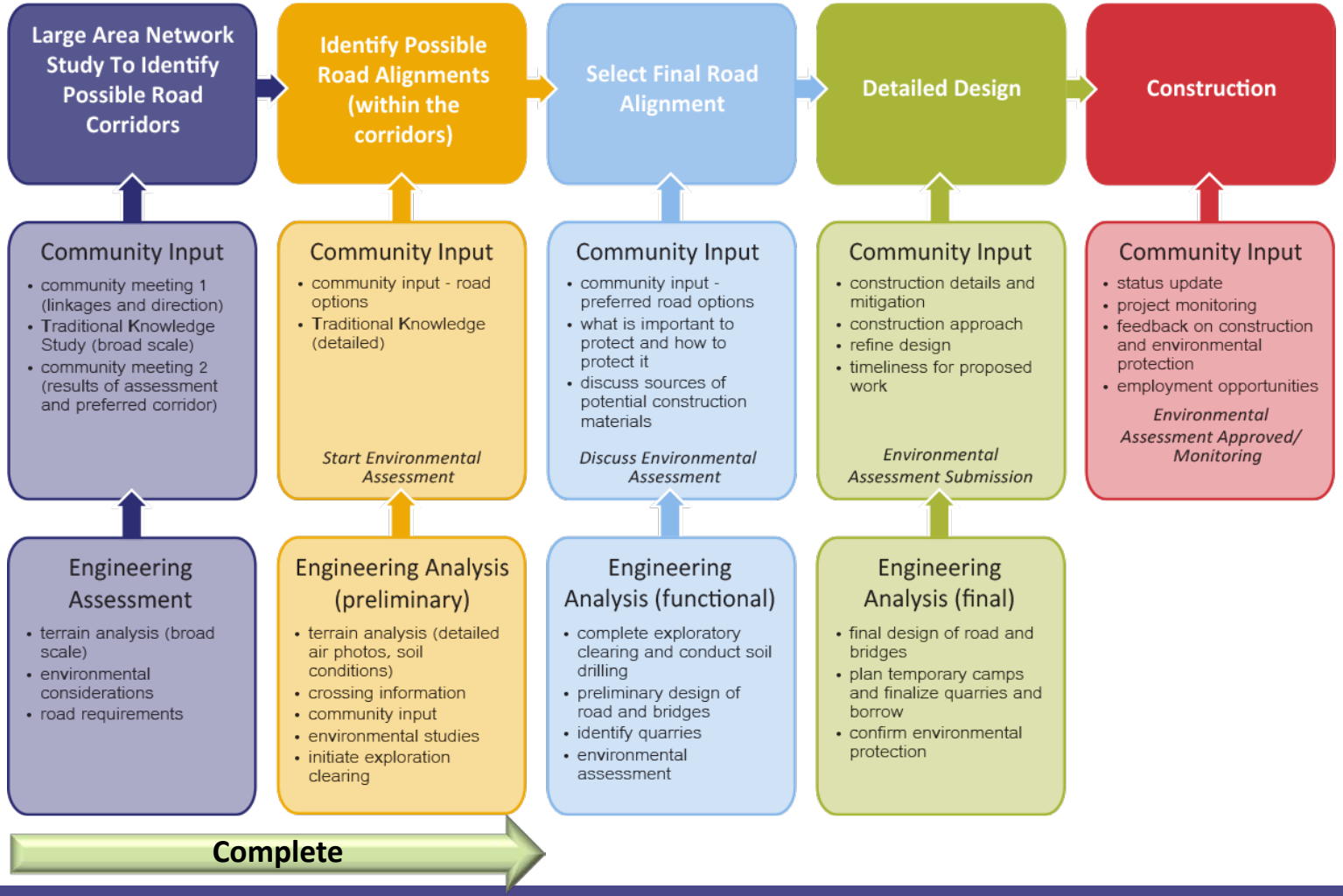
- Provide alternative transportation to the increasingly unreliable winter road network
- Reduce transportation costs for goods and services
- Improve linkages between isolated and remote communities
- Enhance access to emergency, health and social services
- Enhanced opportunities for local sustainable economic development



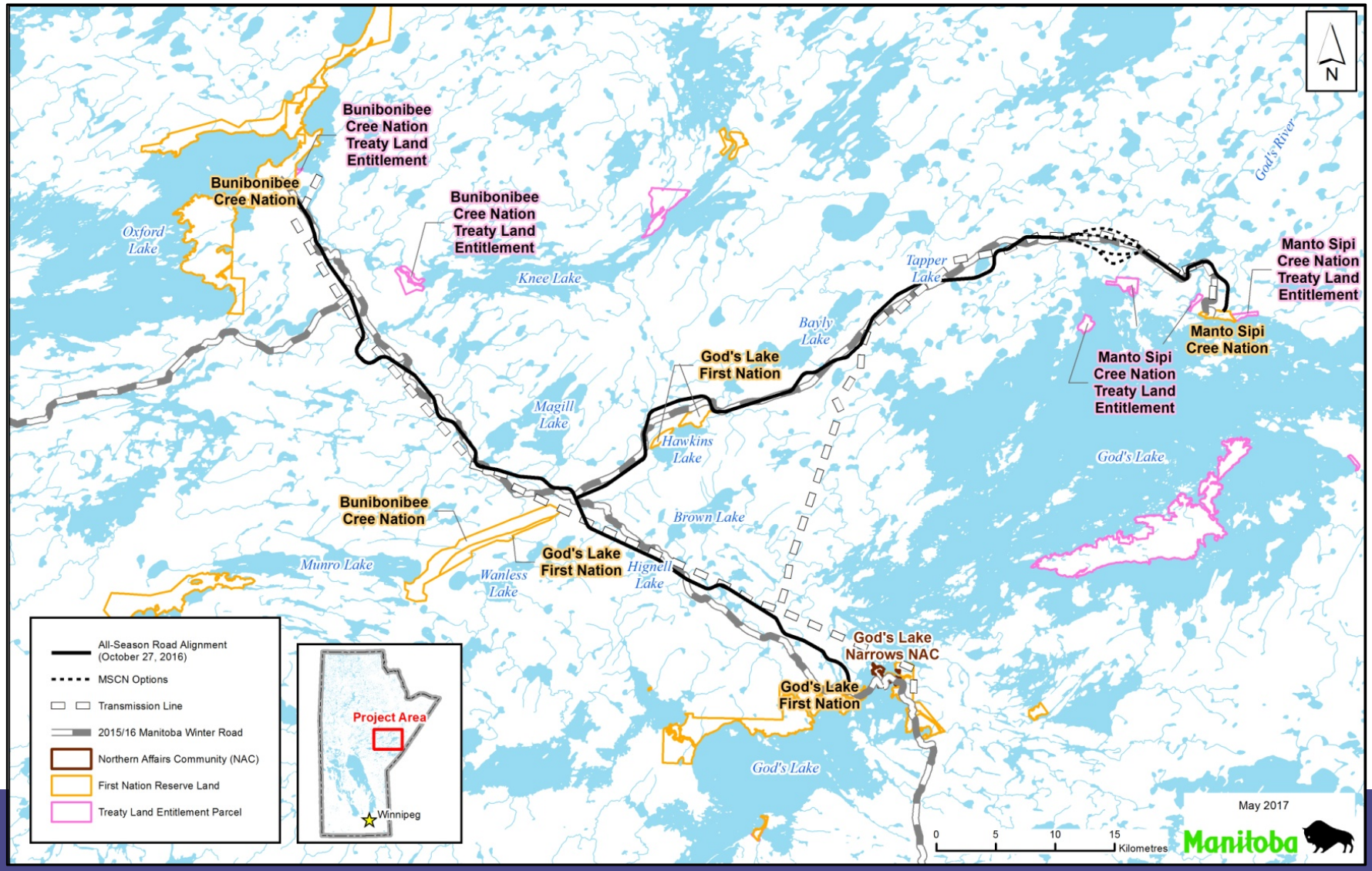
Status of ESTI

- Project 1 – All-Season Road from Provincial Road PR 304 to Berens River First Nation
  - Status: The project has received Environmental Approvals and construction is underway on the 156 km All-Season Road
- Project 3a – All-Season Road from St. Theresa Point First Nation to Wasagamack First Nation
  - Status: The project has received Environmental Approvals and construction is underway on the 28 km All-Season Road
- Project 4 – All-Season Road Connecting Berens River to Poplar River First Nation
  - Status: The Environmental Approvals for the 94 km All-Season Road are in the final stages
- Project 7a – Pauingassi and Little Grand Rapids First Nations Connection to Little Grand Rapids Airport
  - Status: The Environmental Approval is in the final stages and construction is expected to start soon

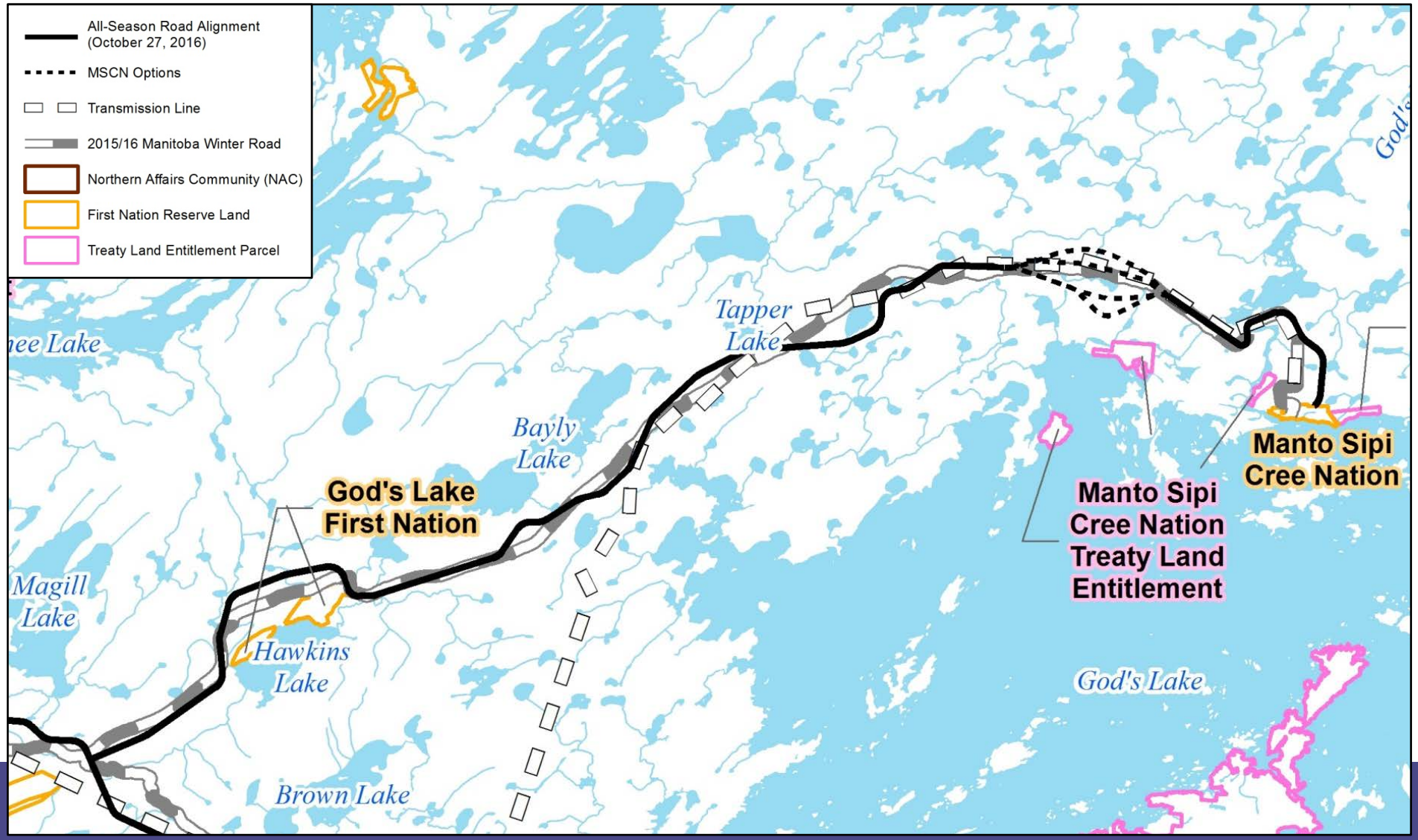
Steps to Select, Design and Construct an All Season Road



Project P6 – All-Season Road



Project P6 – All-Season Road



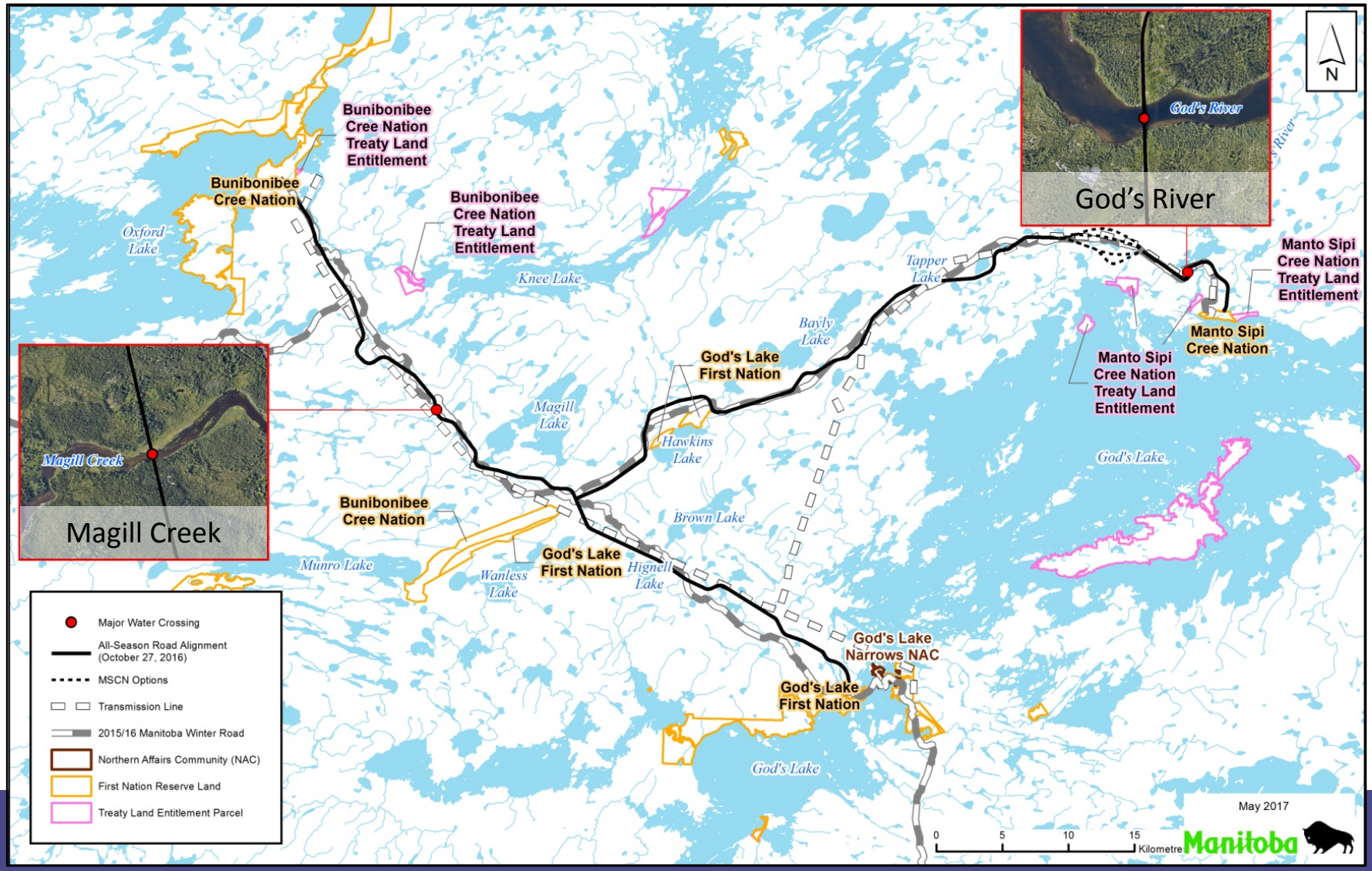
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 51 minor crossings or drainage equalization culverts

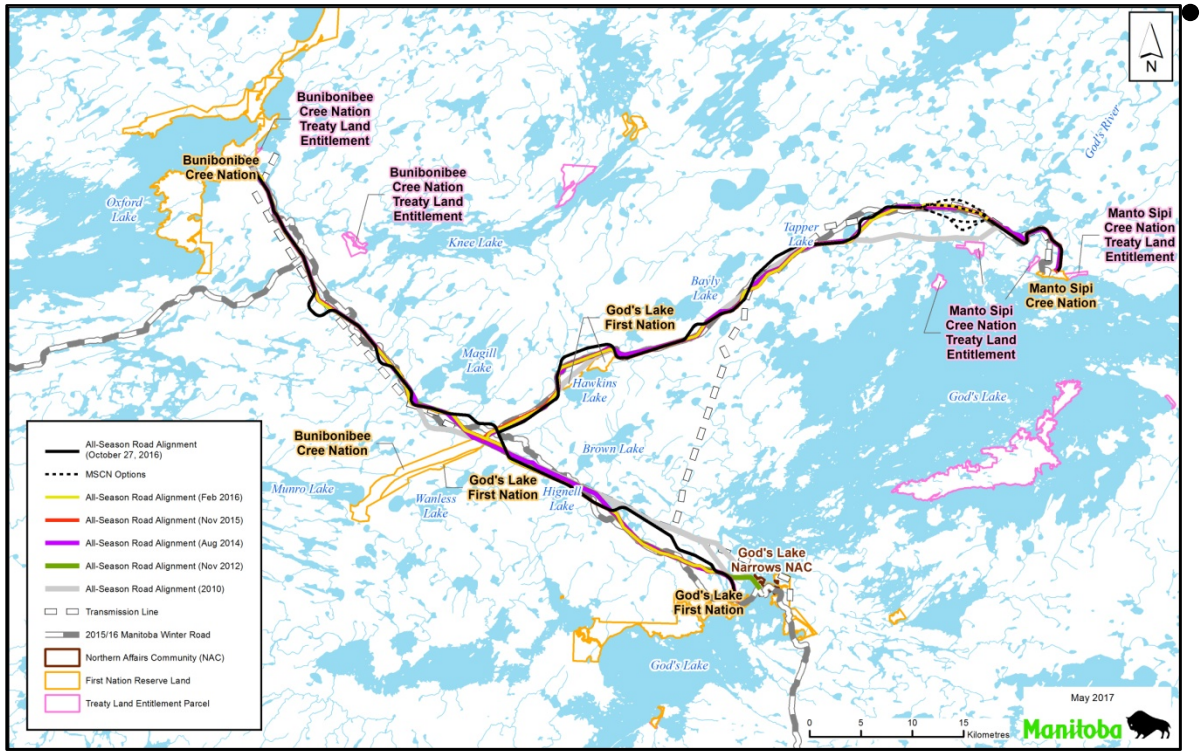




Major Water Crossings

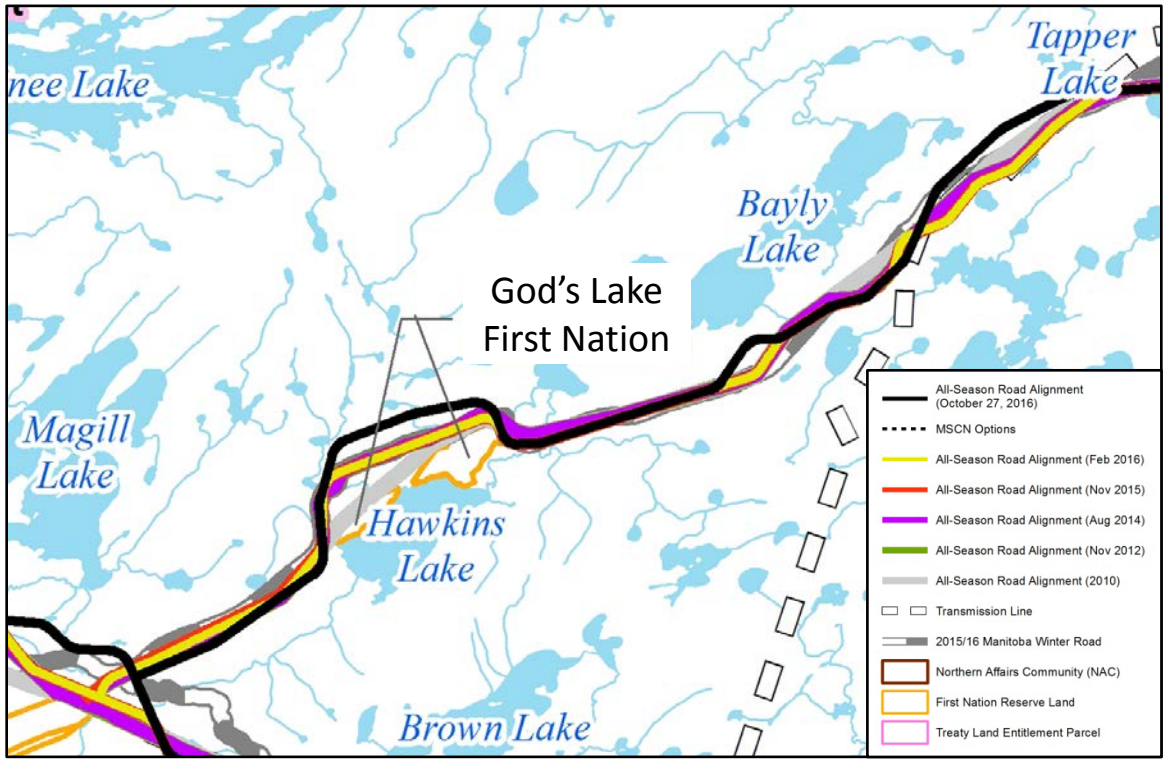


Road Route Refinements (overall)



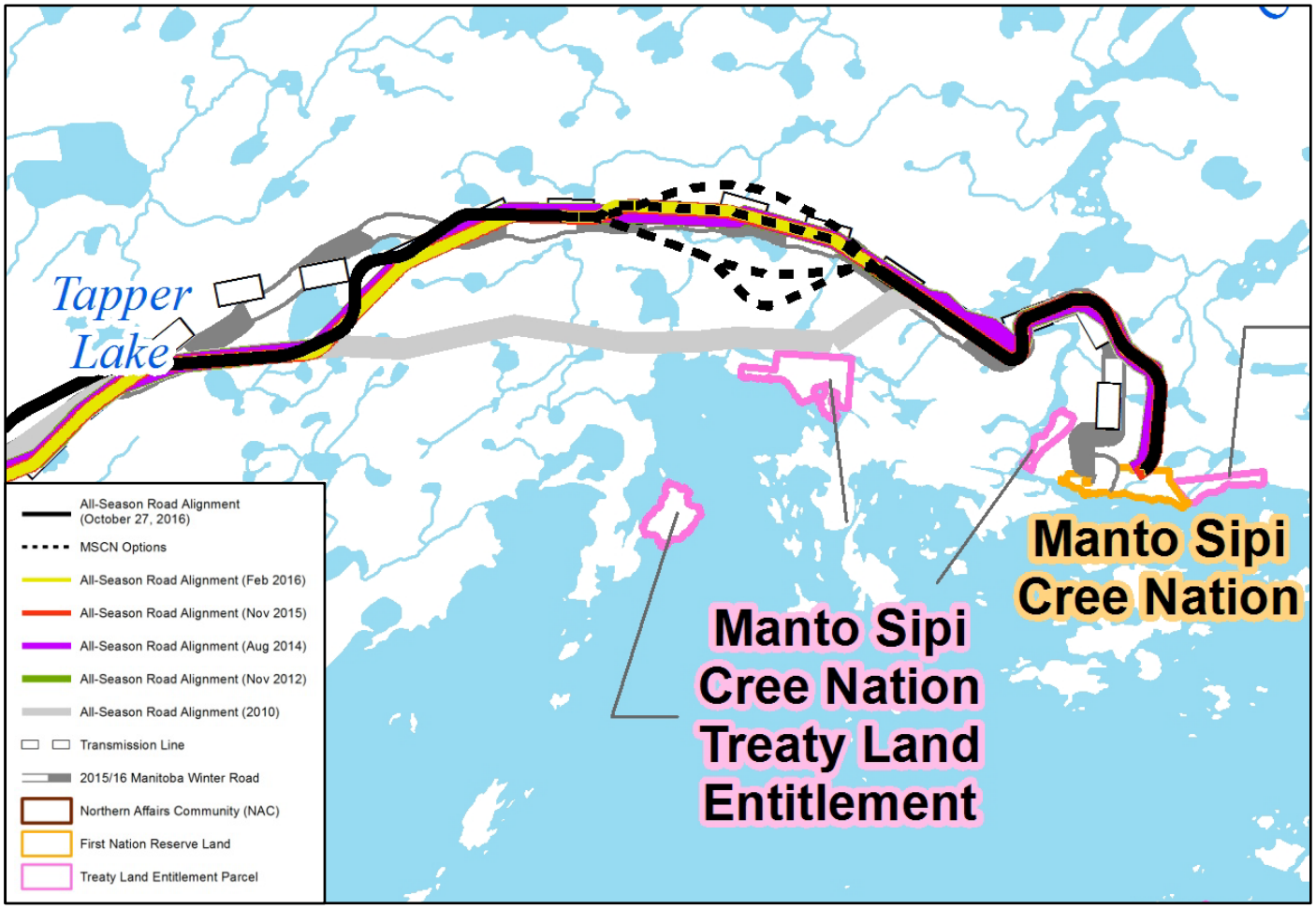
- Original route concept refined several times based on:
  - Community feedback and knowledge of the lands
  - Results of TK, archaeology, soils and wildlife investigations
  - Technical and engineering considerations

Evolution of Road Route Refinements

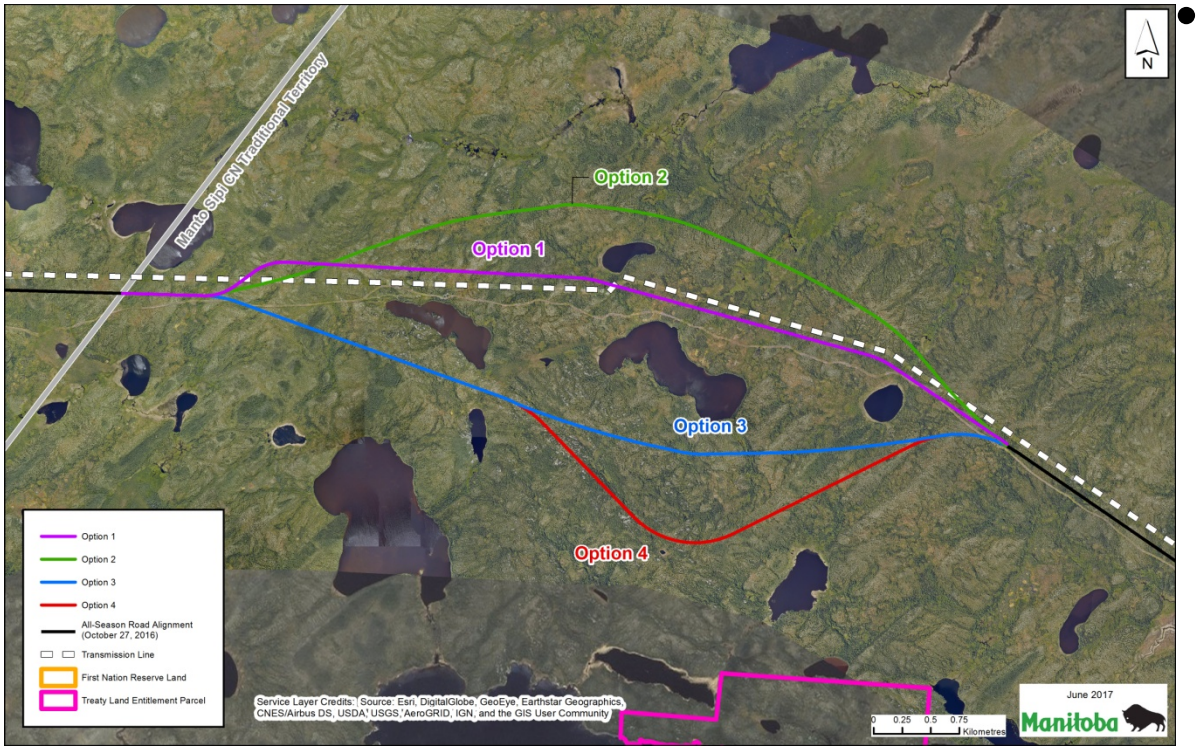


- Manto Sipi:
  - Original route based on aerial interpretation and community discussions
  - Early refinement from community discussions
  - Adjustments based on technical studies and field investigations

Evolution of Road Route Refinements



Route Options Near TLE

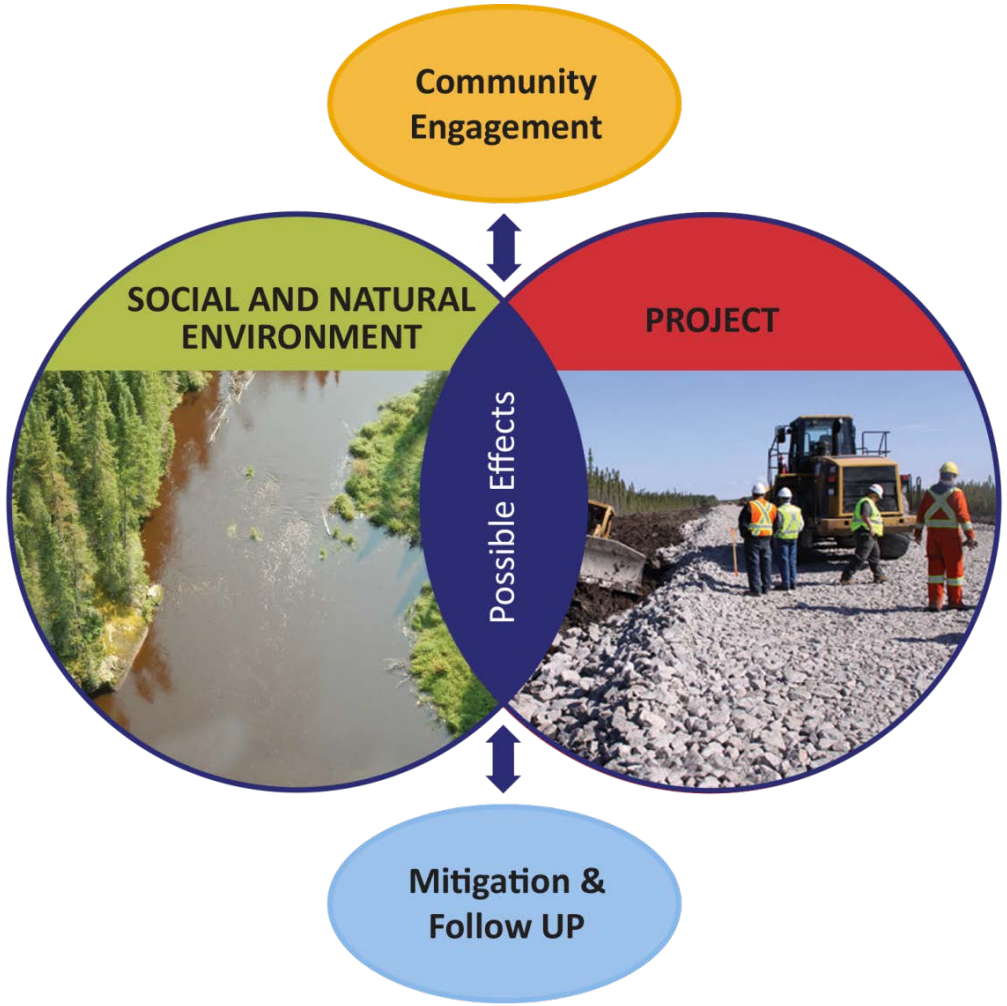


- Fly over June 5, 2017
  - Option 1, 7.5 km, very wet, very high cost
  - Option 2, 7.8 km, wet, high cost
  - Option 3, 7.3 km, not wet, lowest cost (preferred)
  - Option 4, 7.8 km, not wet, high cost

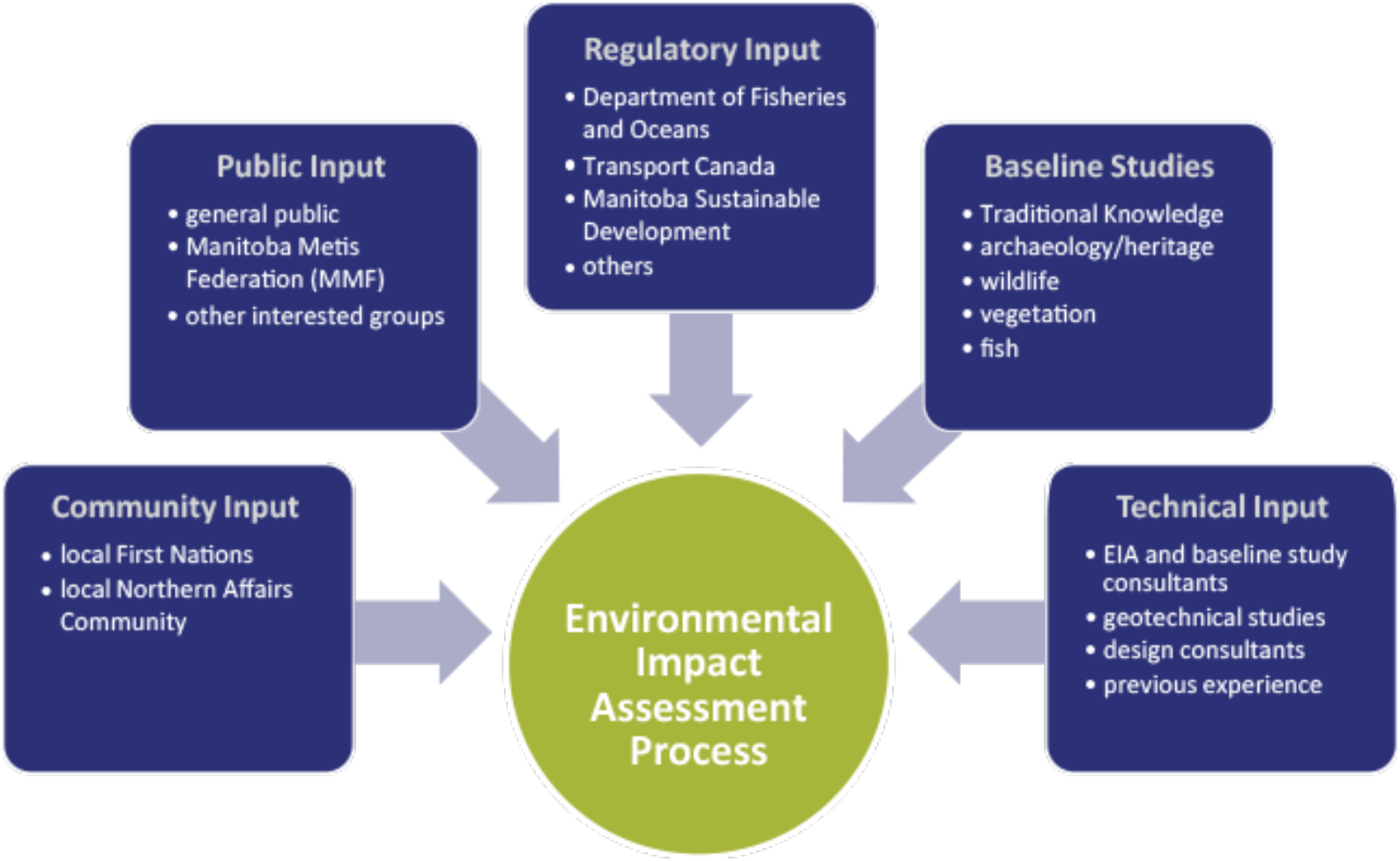
What Is Environmental Assessment



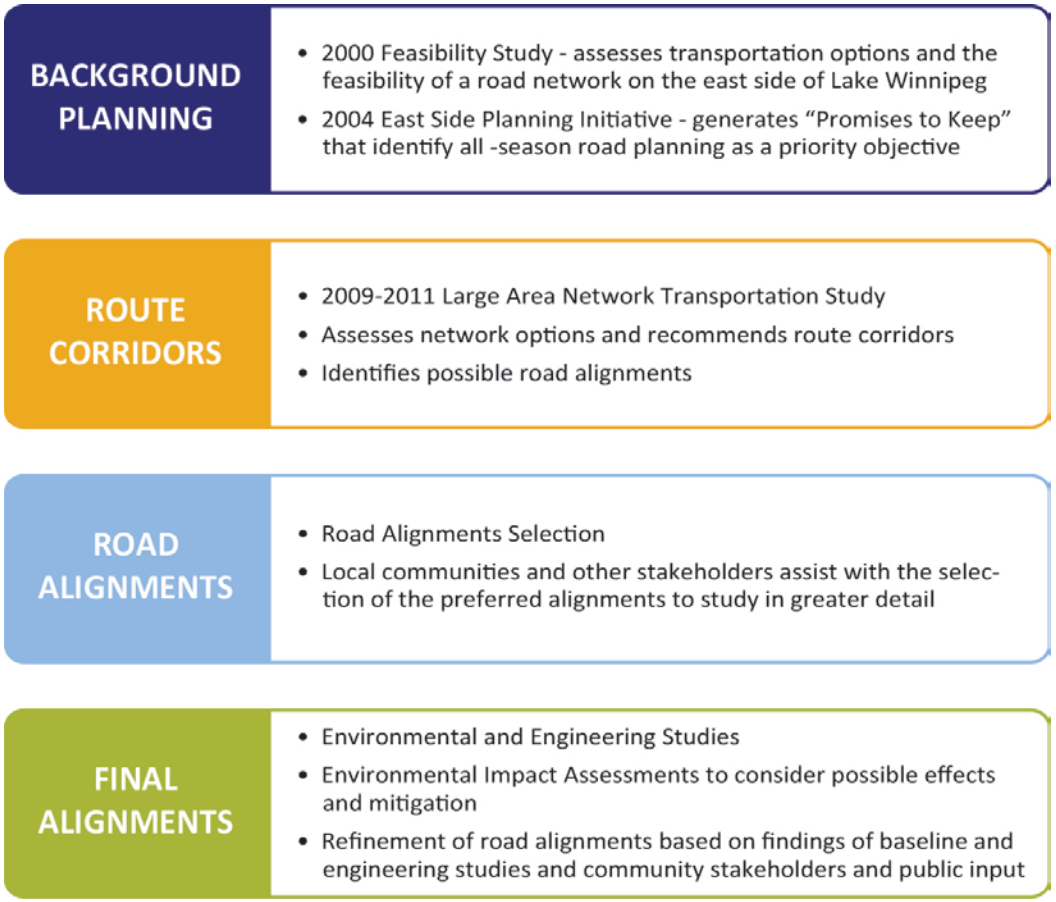




Inputs Into The EA Process



Community Engagement



- Community input at every stage is key to developing a good project
- Meetings for EA to discuss the project:
  - existing environmental conditions
  - potential impacts
  - measures to avoid, reduce or eliminate effects
  - next steps

Prior Community Discussions

- Since 2009, meetings have been held with Manto Sipi to discuss the project and select the best road location
  - Community Meetings
    - March 24, 2016
    - February 17, 2012
    - July 4 and October 6, 2011
    - June 10, 2010
    - April 16 and September 22, 2009
  - Meetings with Chief and Council
    - October 25, 2016
    - September 24, 2013
    - January 31, 2013
    - October 6, 2011
    - September 22, 2009





Prior Community Discussions

- Traditional Knowledge (TK) Studies, Workshops and Interviews
  - March 24 and April 26, 2016
  - January 13 - 20, 2016
  - September 24, 2015
  - April 16, 2009

- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input





Baseline Data



- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Assessment
- Used to assist in project design and construction

Wildlife – Valued Components

- Important for local community cultural, traditional, and economic activities and values
  - Big Game:
    - Caribou and Moose
  - Fur-bearing species:
    - Marten
    - Lynx
    - Wolf
    - Beaver
  - Birds:
    - Raptors/Birds of Prey (eagles, osprey, hawks, owls)
    - Waterfowl (geese, ducks)
    - Migratory birds (songbirds)
    - Game birds (grouse, partridge)


Caribou


Fisher


Grouse

Vegetation– Valued Components

- Plant species of Conservation Concern which includes species listed by;
  - Schedule 1 of the Species at Risk Act
  - Committee on the Status of Endangered Wildlife in Canada
  - The Endangered Species and Ecosystems Act – Manitoba
  - Manitoba Conservation Data Centre (very rare to rare)

- Key community harvest areas for plant species important to the community and valued for food, ceremonies, income or medicinal purposes.

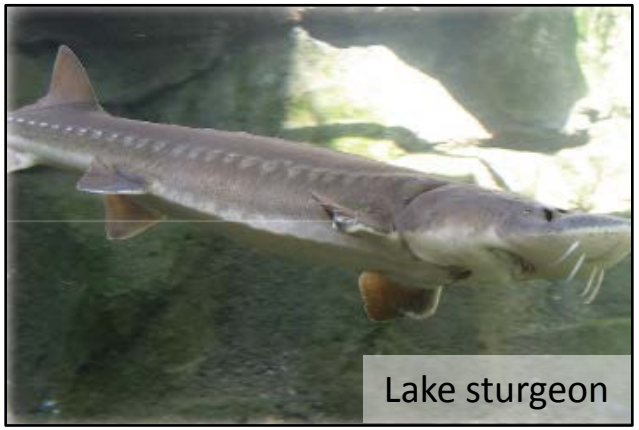

Labrador tea


Bog cranberry

Aquatic – Valued Components

- Fish Habitat
  - Supports fish of importance for local community, cultural, traditional, and economic activities and values
  - Protected under the Fisheries Act
- Fish
  - Integral part of aquatic ecosystem
  - Of particular value to local communities
  - Protected under the Fisheries Act
  - Includes all species (harvested and others that support the fisheries)
- Aquatic Species at Risk;
  - Lake Sturgeon is designated as Endangered and present in God's River, Hayes River and God's Lake





Lake sturgeon

Cultural - Valued Components

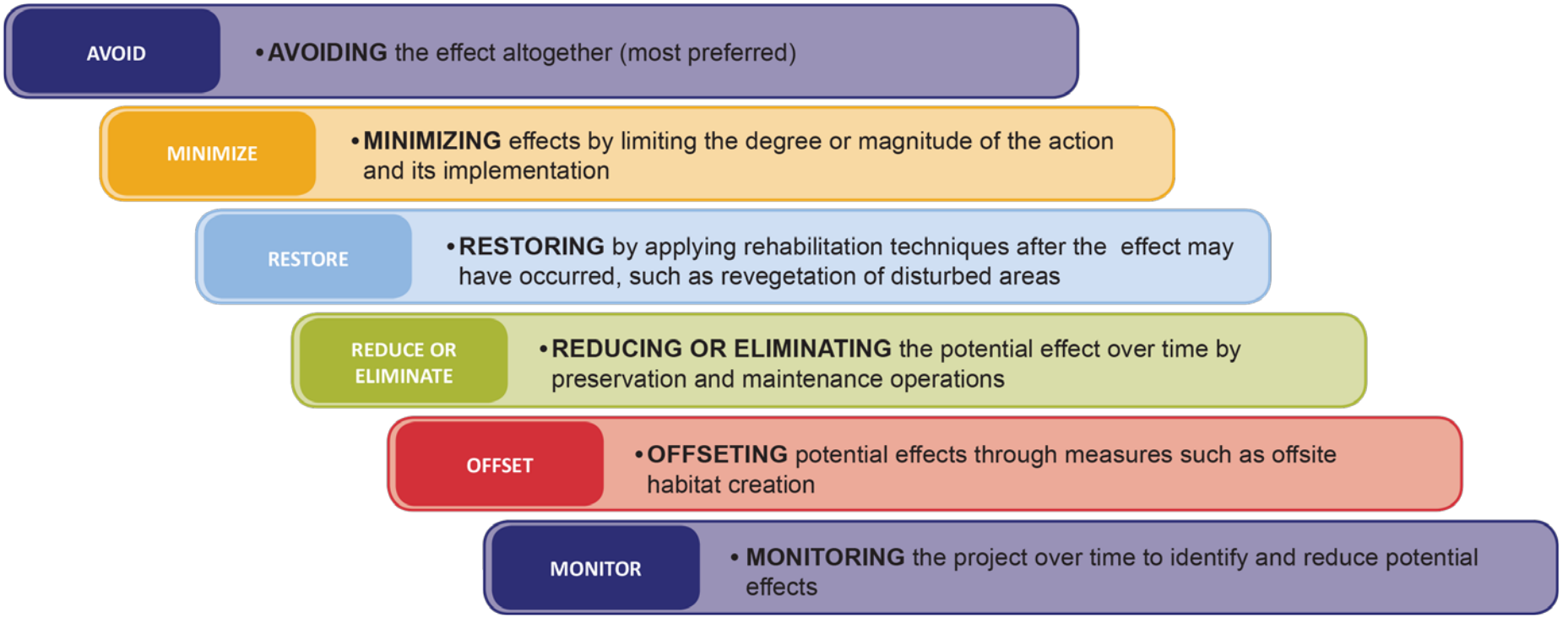
- Cultural and archaeological sites
- Areas important for community health and well-being
- Areas for harvesting of edible, medicinal, and cultural plants
- Trapping and hunting
- VC's identified through:
  - Community members
  - Elders
  - Traditional Knowledge
  - Archaeology studies





How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment.



Potential Effects
Moose and Caribou

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION	 • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
INCREASED ACCESS TO RESOURCE AREAS	 • Road design: improved sightlines, reduced speed, and signage on road
	 • Block temporary access roads after construction

Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
DISTURBANCE FROM CONSTRUCTION	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS	 • Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
INCREASED ACCESS TO RESOURCE AREAS	 • Block temporary access roads after construction

Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
CHANGE IN HABITAT		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
DISTURBANCE AND DISPLACEMENT FROM NOISE		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
DISTURBANCE OF EXISTING NESTS		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
INCREASED ACCESS TO RESOURCE AREAS		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

Potential Effects
Vegetation

POSSIBLE CHANGES (EFFECTS)

- REMOVAL OF TREES AND SHRUBS IN CONSTRUCTION AREAS
- LOSS OF SPECIES OF CONCERN AND HABITAT FROM CLEARING ACTIVITIES
- SPREAD OF INVASIVE AND NON-NATIVE SPECIES
- CHANGE IN WETLAND SUBSURFACE WATER FLOW
- INCREASED ACCESS TO RESOURCE AREAS

MITIGATION IDEAS



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area



- Survey for species of concern



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species



- Maintain subsurface waterflow



- Block access roads after construction

Potential Effects
Fish, Reptiles and Amphibians

POSSIBLE CHANGES (EFFECTS)

- HABITAT LOSS OR CHANGE IN PRODUCTIVITY
- CHANGE IN WATER QUALITY FROM SEDIMENT
- IMPROVED ACCESS TO WATERWAYS
- BLOCKED MOVEMENTS
- CHANGES IN WATER FLOWS
- HARM FROM ACCIDENTAL SPILLS
- INTRODUCTION OF NON-NATIVE SPECIES FROM EQUIPMENT

MITIGATION IDEAS



- Avoid critical reproduction period and locations
- No work below the high water mark in spring



- Clear in winter and limit clearing near water-courses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

Potential Effects
Heritage and Cultural Sites

POSSIBLE CHANGES (EFFECTS)

- LOSS OR DISTURBANCE TO HERITAGE SITES AND OBJECTS
- DISTURBANCE TO CULTURAL (SACRED) SITES
- DISTURBANCE TO COMMUNITY USE SITES

MITIGATION IDEAS



- Avoid known heritage sites or recover artefacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road road during construction



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



- Block temporary access roads after construction

Potential Effects
Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
LOSS OF TRADITIONALLY USED PLANTS FROM CLEARING	 • Map important traditional use areas for project planning and design (routing and set backs)
CHANGE TO MOOSE/CARIBOU DISTRIBUTION AFFECTING HUNTING	 • Protect moose and caribou *(see boards)*
	 • Protect furbearers *(see boards)*
CHANGE TO FURBEARER DISTRIBUTION AFFECTING TRAPPING	 • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
	 • Protect fish, reptiles, amphibians *(see boards)*
CHANGE IN FISHERY HARVEST AND COLLECTION OF AQUATIC PLANTS AND FISH EGGS	 • Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
	 • Block temporary access roads after construction

Schedule

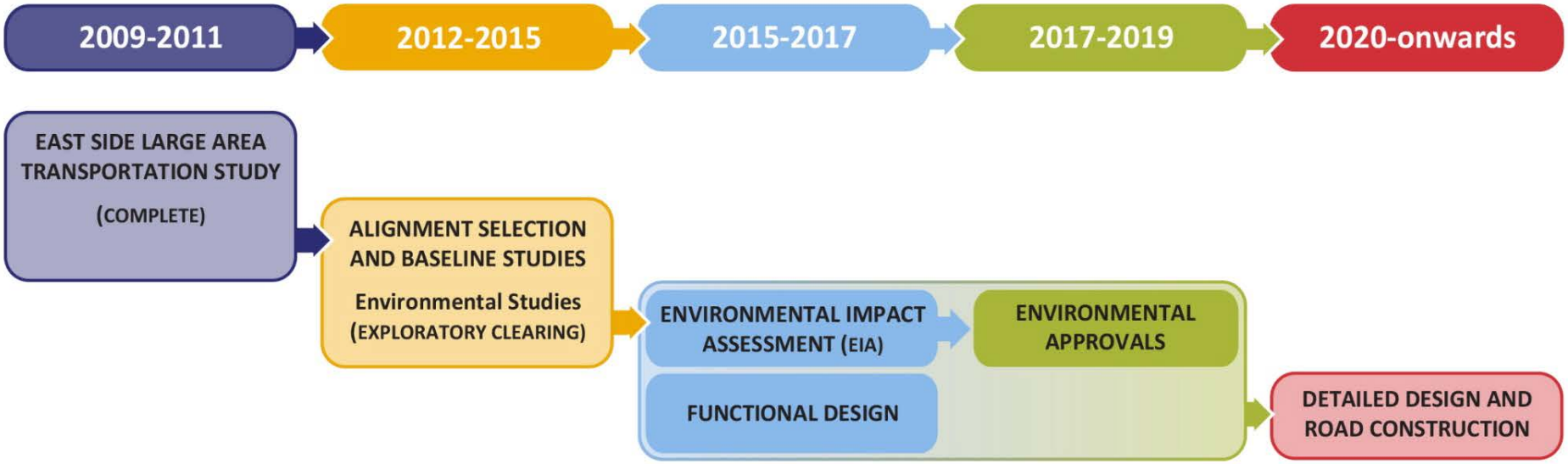

2009-2011
2012-2015
2015-2017
2017-2019
2020-onwards
EAST SIDE LARGE AREA TRANSPORTATION STUDY
(COMPLETE)
ALIGNMENT SELECTION AND BASELINE STUDIES
Environmental Studies
(EXPLORATORY CLEARING)
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN AND ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

- We want to hear and learn from you!
- Write on the boards
- Tell us what is important to you, and what should be considered
- Please complete a comment sheet

Next Steps - We will be back to meet with you:

- **Fall 2017**: To confirm findings of the environmental assessment for the P6 Project with the community


Moose


Caribou

Thank you for your participation



Contact Information:

Phone 1-204-945-4900

Fax 1-204-948-2462

Manitoba

Annex A2-5:

Presentation – Bunibonibee Cree Nation Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation

The Environmental Assessment -
Presentation to Bunibonibee Cree Nation
December 8, 2016

Manitoba

Manitoba Infrastructure

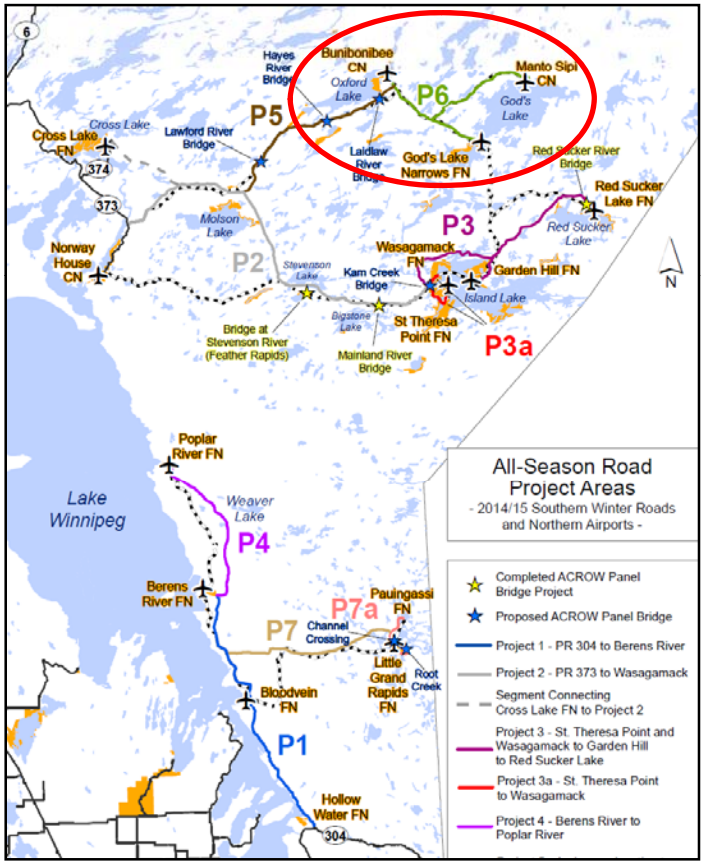
Why are we here?

We are here today to:

- Provide information about the proposed P6 All-Season Road Project
- Review the options that have been considered
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

East Side Transportation Initiative (ESTI)

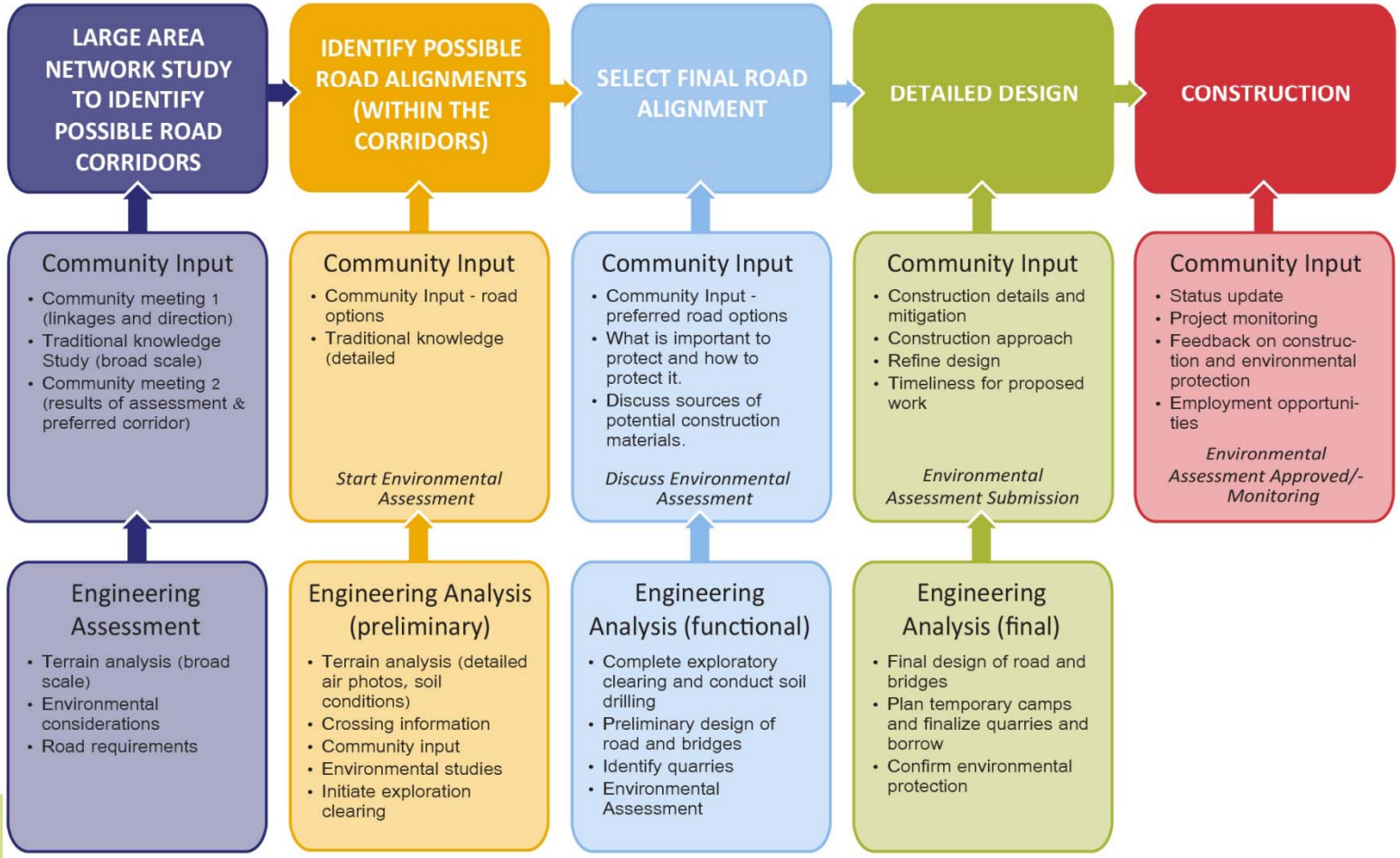
- Provide alternative transportation to the increasingly unreliable winter road network
- Reduce transportation costs for goods and services
- Improve linkages between isolated and remote communities
- Enhance access to emergency, health & social services
- Enhanced opportunities for local sustainable economic development



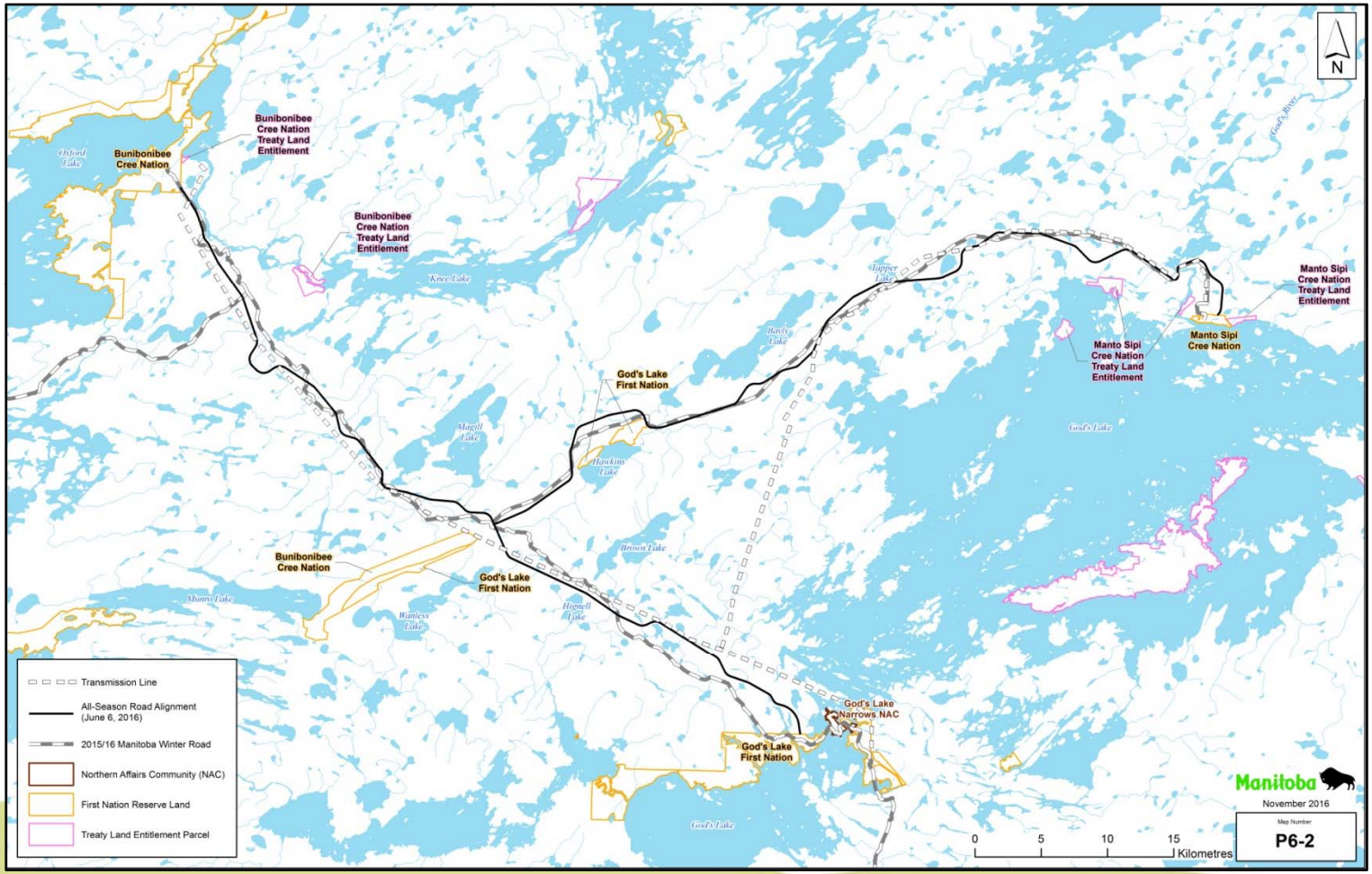
Status of ESTI

- Project 1 – All-Season Road from Provincial Road PR 304 to Berens River First Nation
  - Status: The project has received Environmental Approvals and construction is underway on the 156 km All-Season Road
- Project 4 – All-Season Road Connecting Berens River to Poplar River First Nation
  - Status: The Environmental Approvals for the 94 km All-Season Road are in the final stages
- Project 7a – Pauingassi and Little Grand Rapids First Nations Connection to Little Grand Rapids Airport
  - Status: The Environmental Approval is in the final stages and construction is expected to start soon

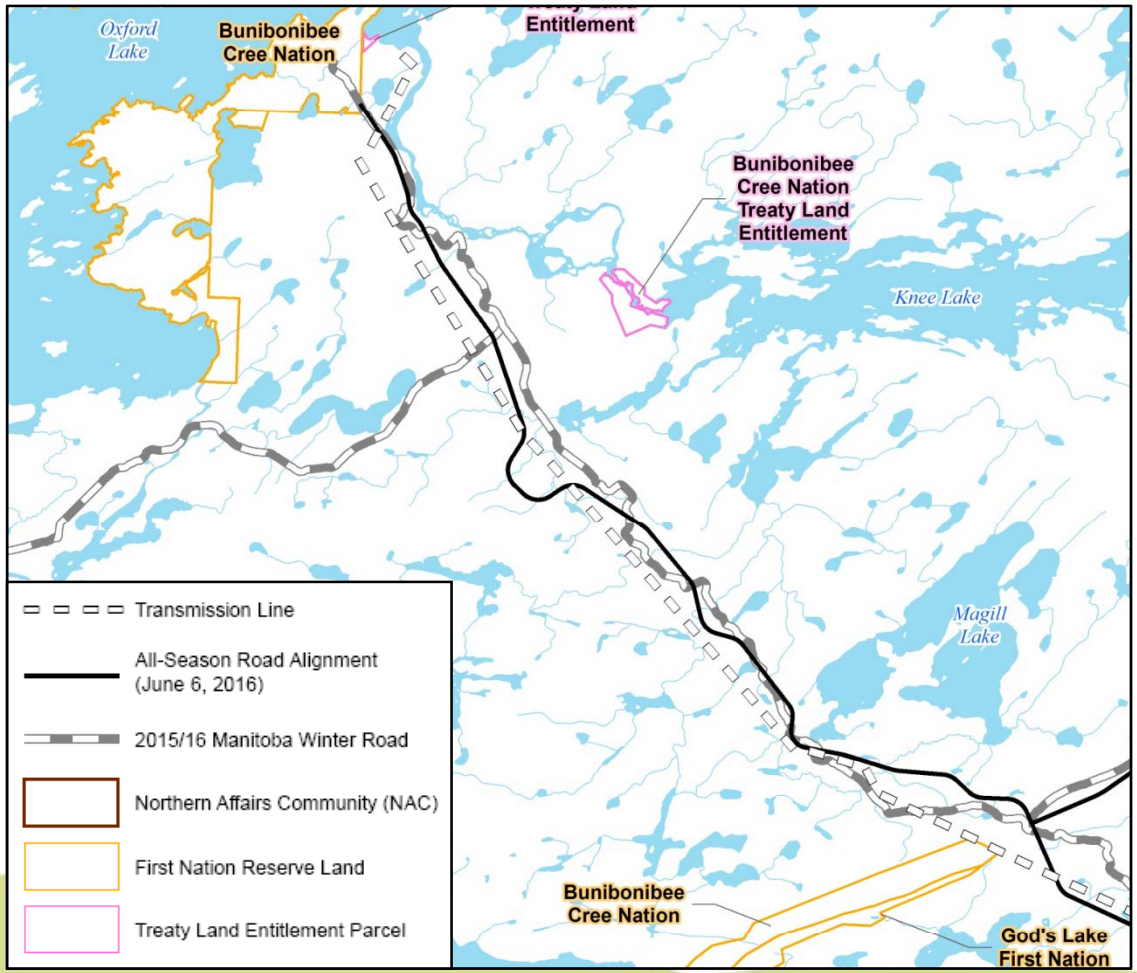
Steps to Select, Design & Construct an All Season Road



Project P6 – All-Season Road



Project P6 – All-Season Road



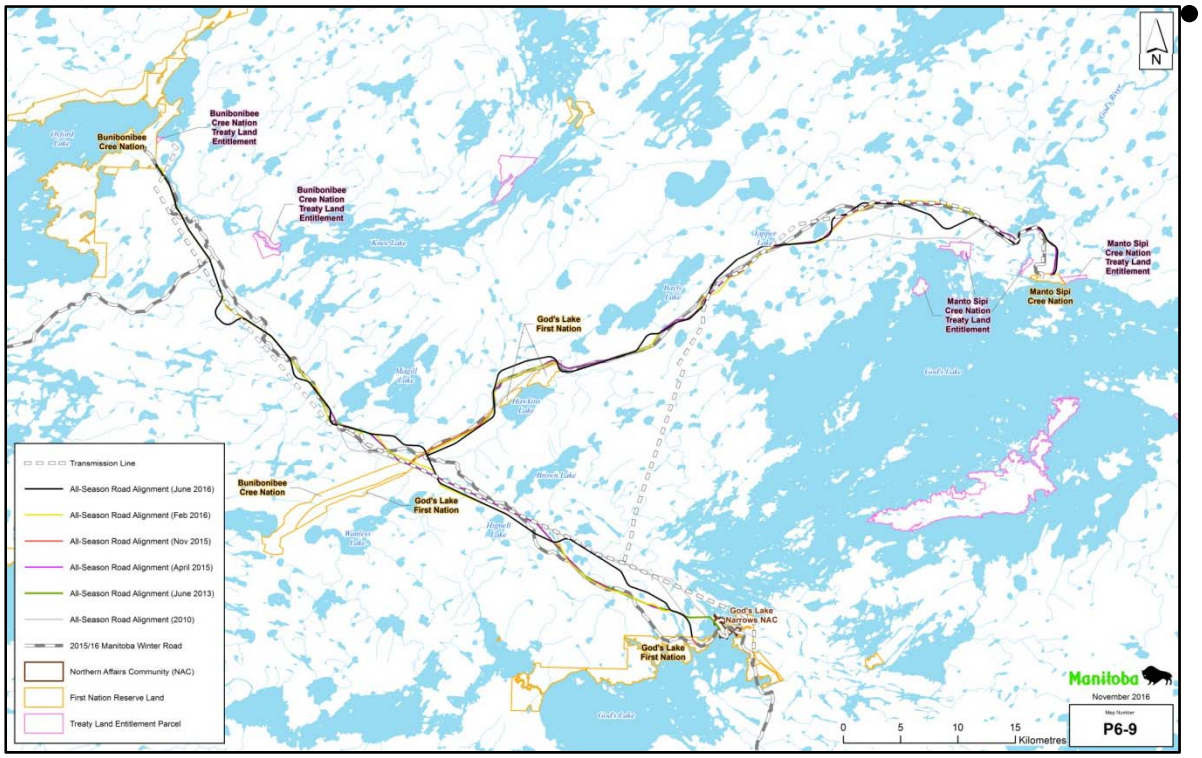
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek



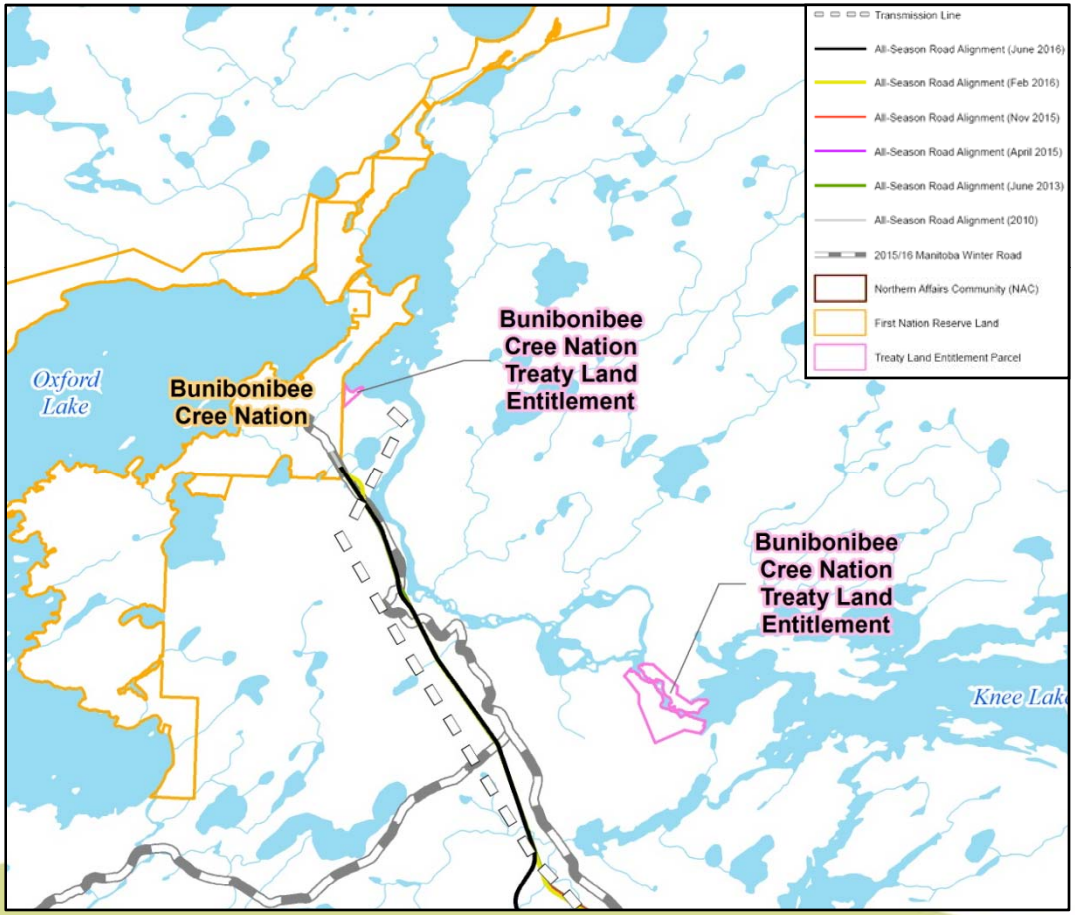


Road Route Refinements (overall)



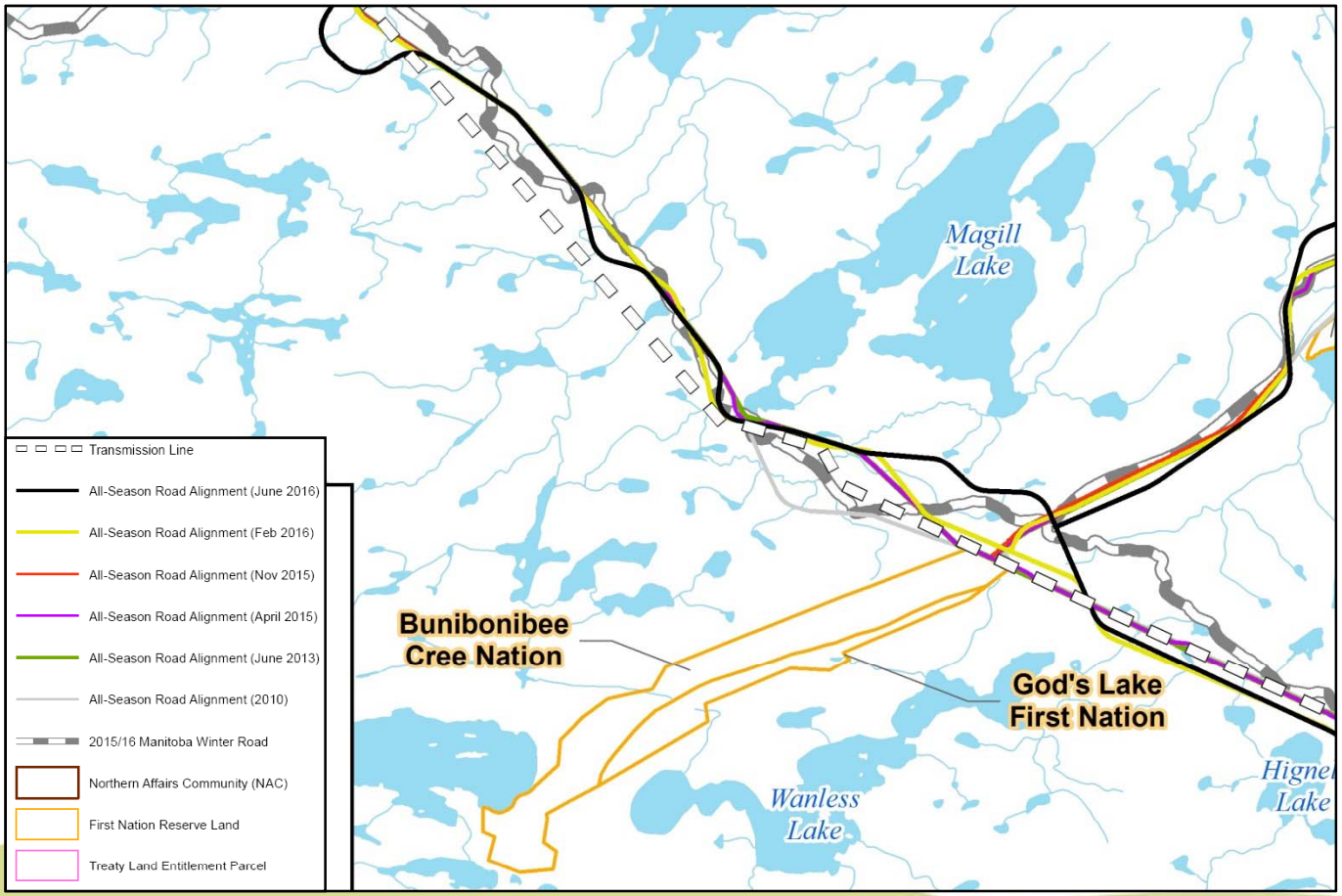
- Original route concept has been refined several times based on:
  - Community feedback and knowledge of the lands
  - Results of TK, archaeology, soils and wildlife investigations
  - Technical and engineering considerations

Evolution of Road Route Refinements



- Bunibonibee:
  - Minimal changes
  - Original route based on aerial interpretation and community discussions
  - Early refinement from community discussions
  - Adjustments based on technical studies and field investigations

Evolution of Road Route Refinements



Water Crossings

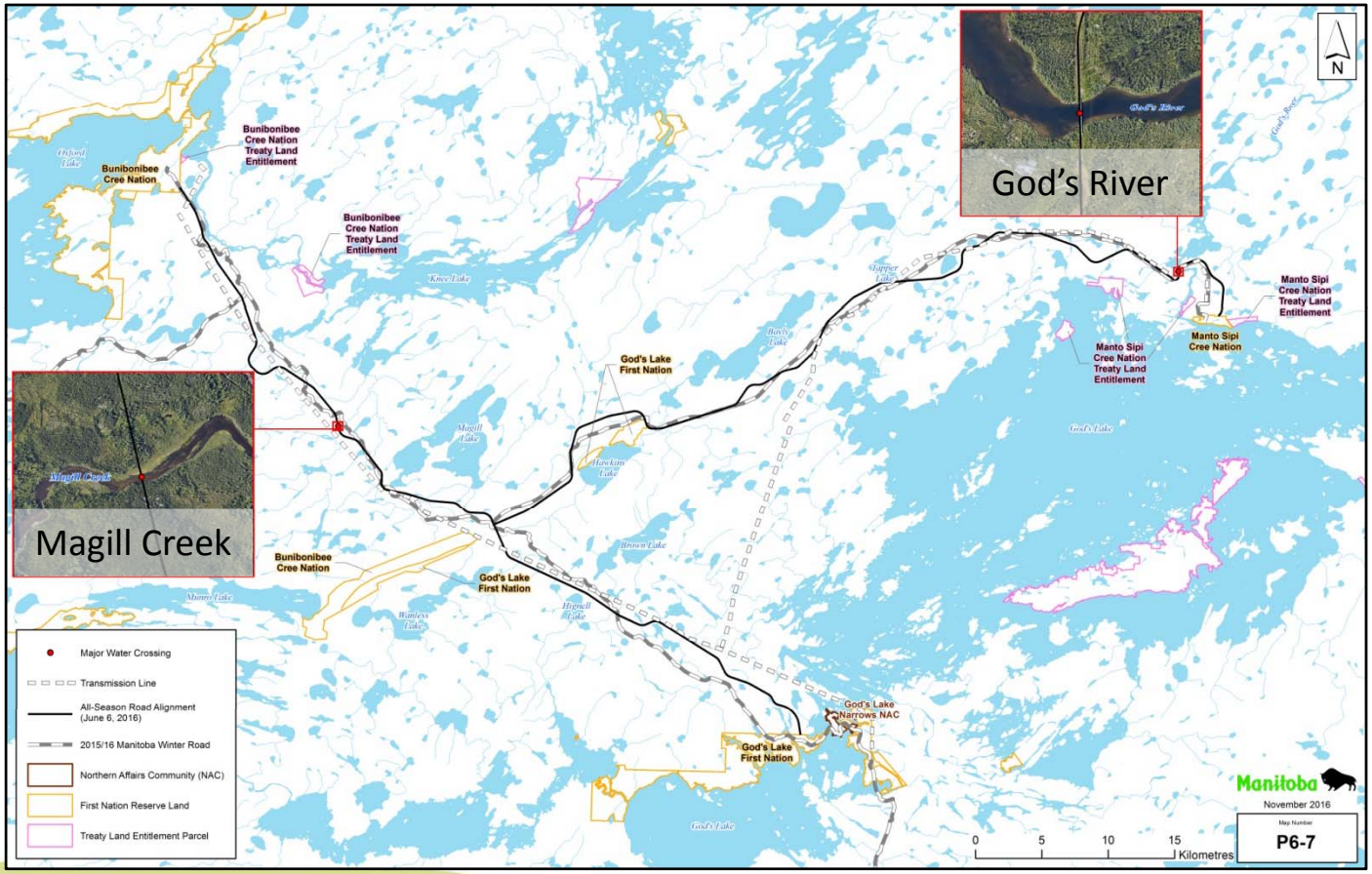
- Up to two major crossings:
  - God's River (bridge)
  - Magill Creek (bridge or culvert)

- Approximately 52 minor crossings or drainage equalization culverts





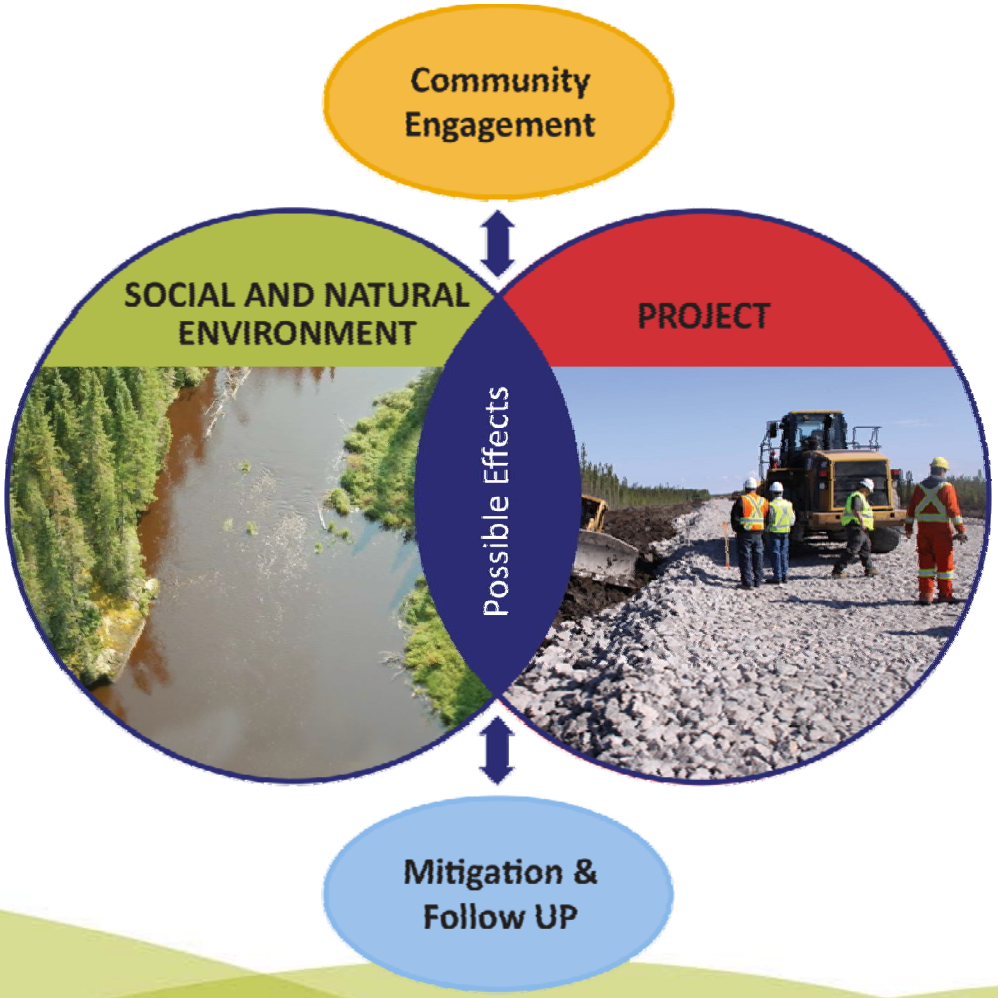
Major Water Crossings



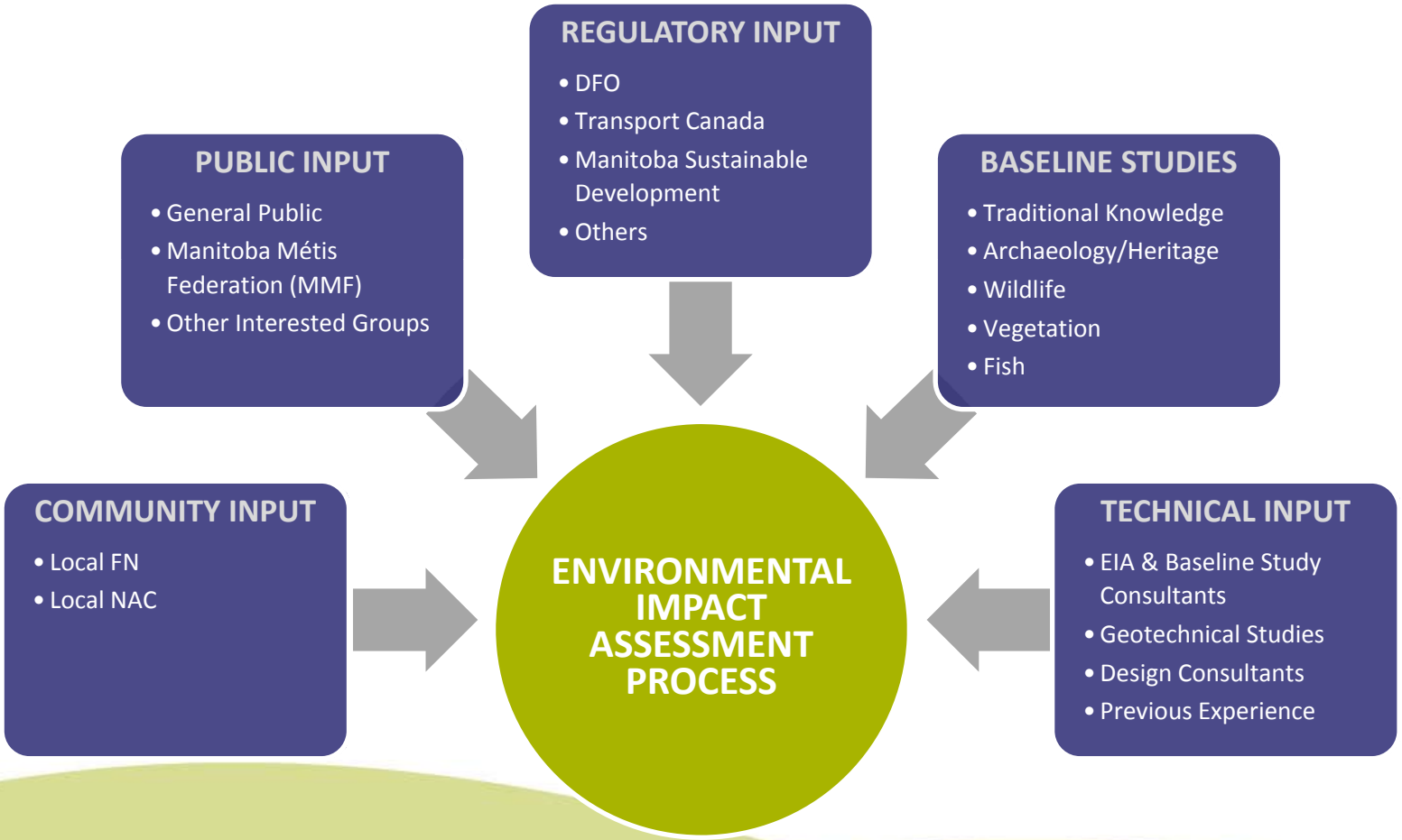
What Is Environmental Impact Assessment







Inputs Into The EIA Process



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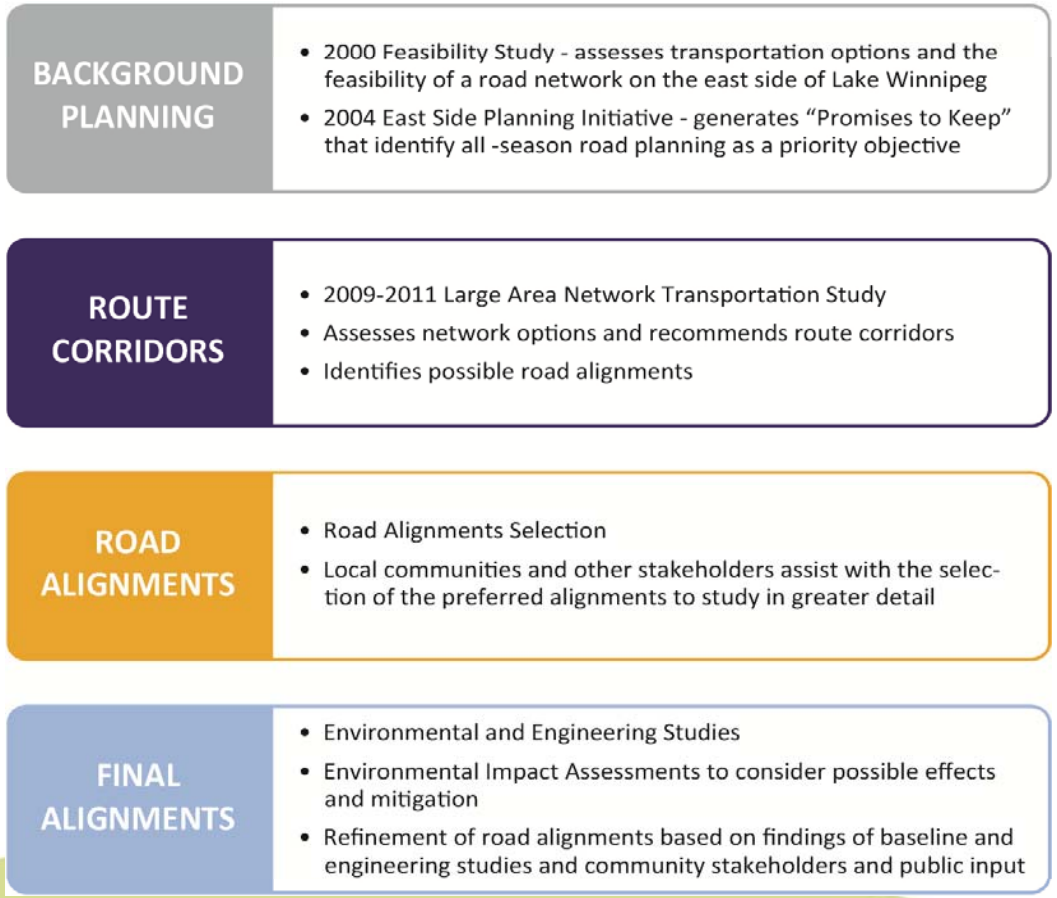

- Community input at every stage is key to developing a good project
- MI will meet and discuss the project:
  - existing environmental conditions
  - potential impacts
  - measures to avoid, reduce or eliminate effects
  - next steps

Prior Community Discussions

- Since 2009, meetings have been held with Bunibonibee to discuss the project and select the best road location
  - Community Meetings
    - February 17, 2016
    - September 27, 2012
    - June 11, 2010
    - July 13, 2009
  - Meetings with Chief and Council
    - November 1, 2016
    - May 18, 2010





Prior Community Discussions

- Traditional Knowledge (TK) Studies, Workshops and Interviews
  - February 17 & March 29 to April 4, 2016
  - February 3, 2016
  - July 13, 2009

- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input





Baseline Data



- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
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Wildlife – Valued Components

- Important for local community cultural, traditional, and economic activities & values
  - Big Game:
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    - Game birds (grouse, partridge)


Caribou


Fisher


Grouse

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- Plant species of Conservation Concern which includes species listed by;
  - Schedule 1 of the *Species at Risk Act*
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Labrador tea


Bog cranberry

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- Fish Habitat
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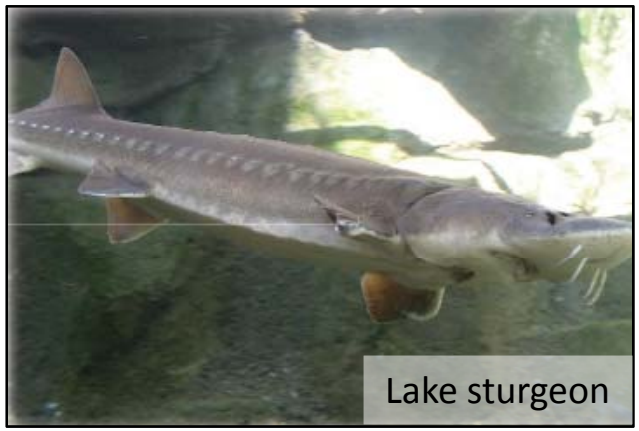

Lake sturgeon

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- Cultural and archaeological sites
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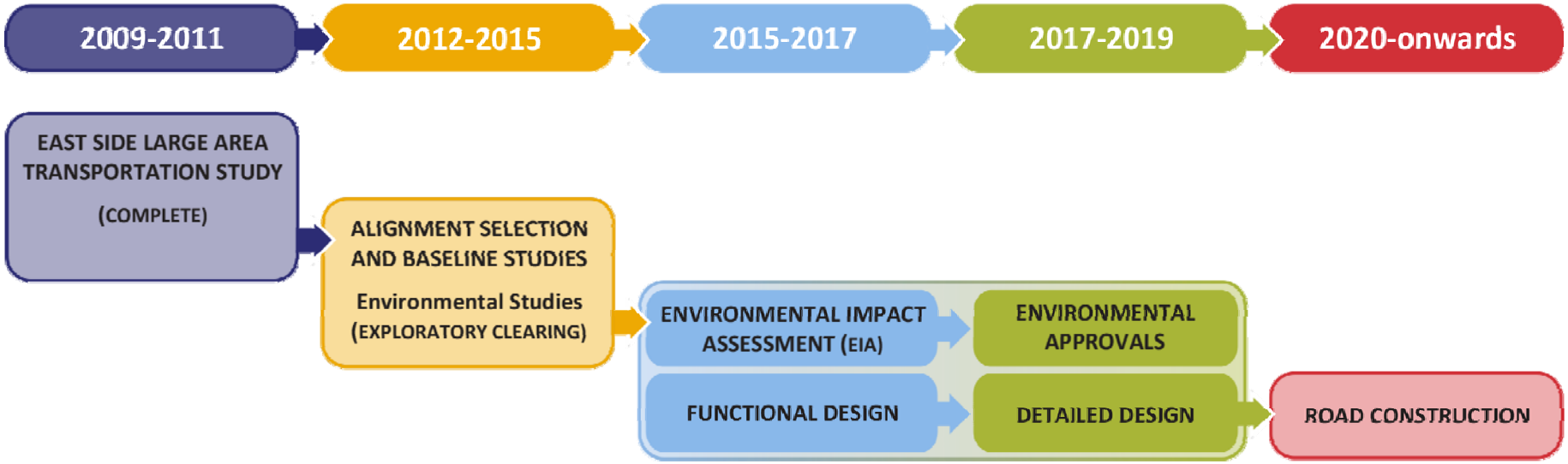
Schedule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ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN
ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

- We want to hear and learn from you!
- Write on the boards
- Tell us what is important to you, and what should be considered
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Next Steps - We will be back to meet with you:

- **Winter 2017**: To review potential P6 project effects and discuss measures to protect the environment
- **Spring 2017**: To confirm findings of the environmental assessment for the P6 Project with the community


Moose


Caribou

Thank you for your participation



Contact Information:
Toll-Free 1-866-356-6355

Manitoba

Annex A2-6:

Presentation – God's Lake First Nation Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation

The Environmental Assessment -
Presentation to God's Lake First Nation
December 9, 2016

Manitoba

Manitoba Infrastructure

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- Provide information about the proposed P6 All-Season Road Project
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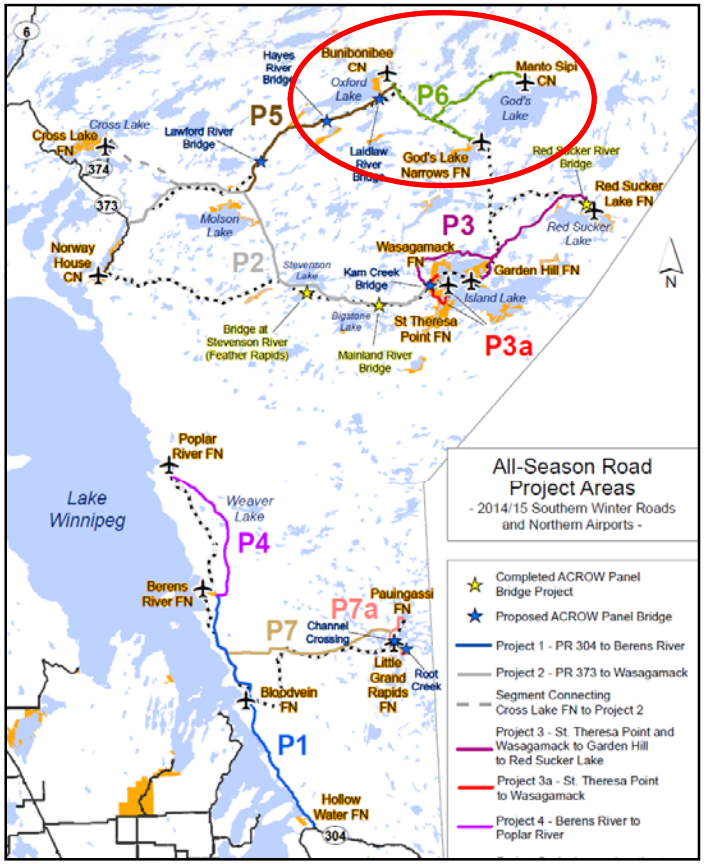

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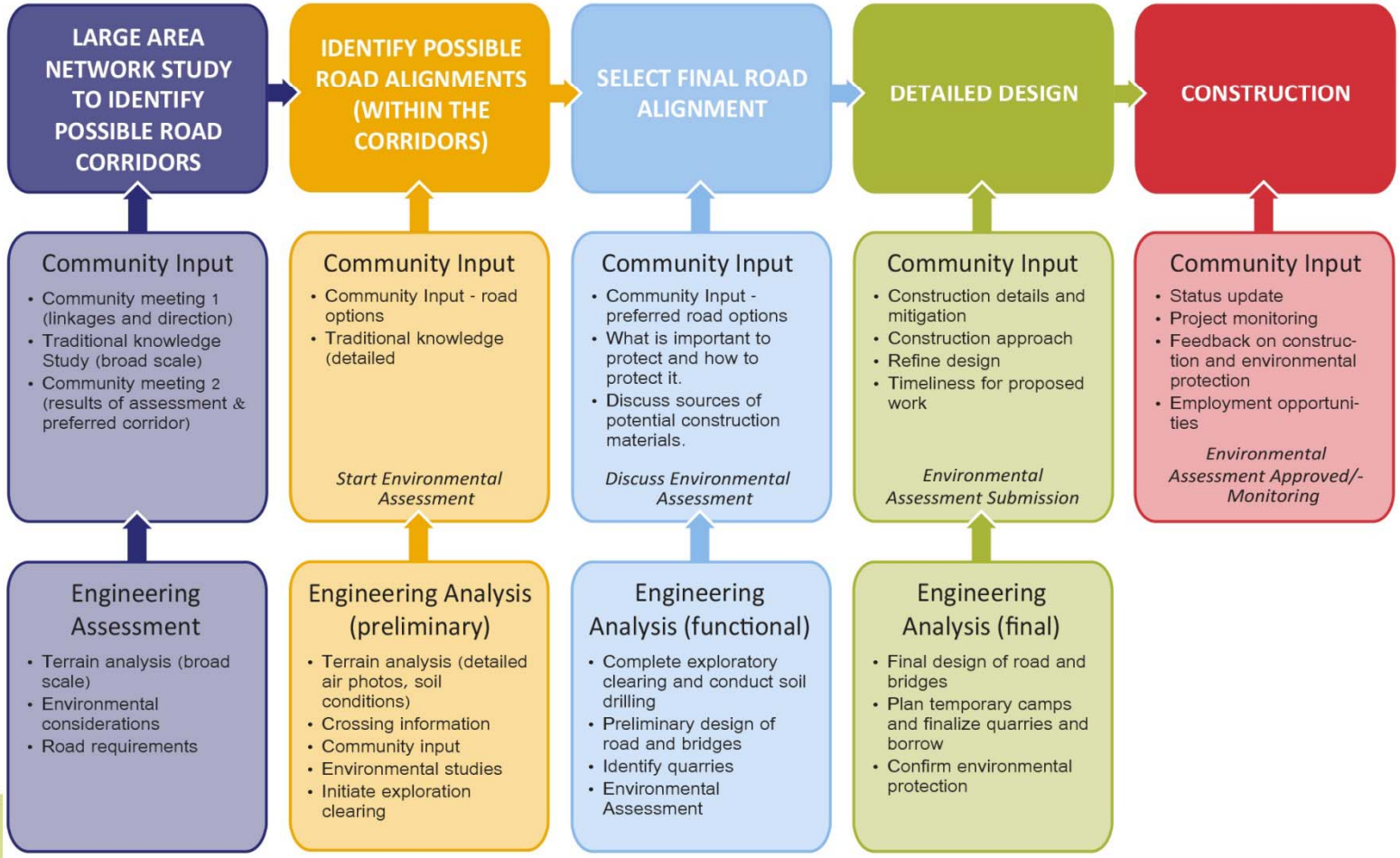
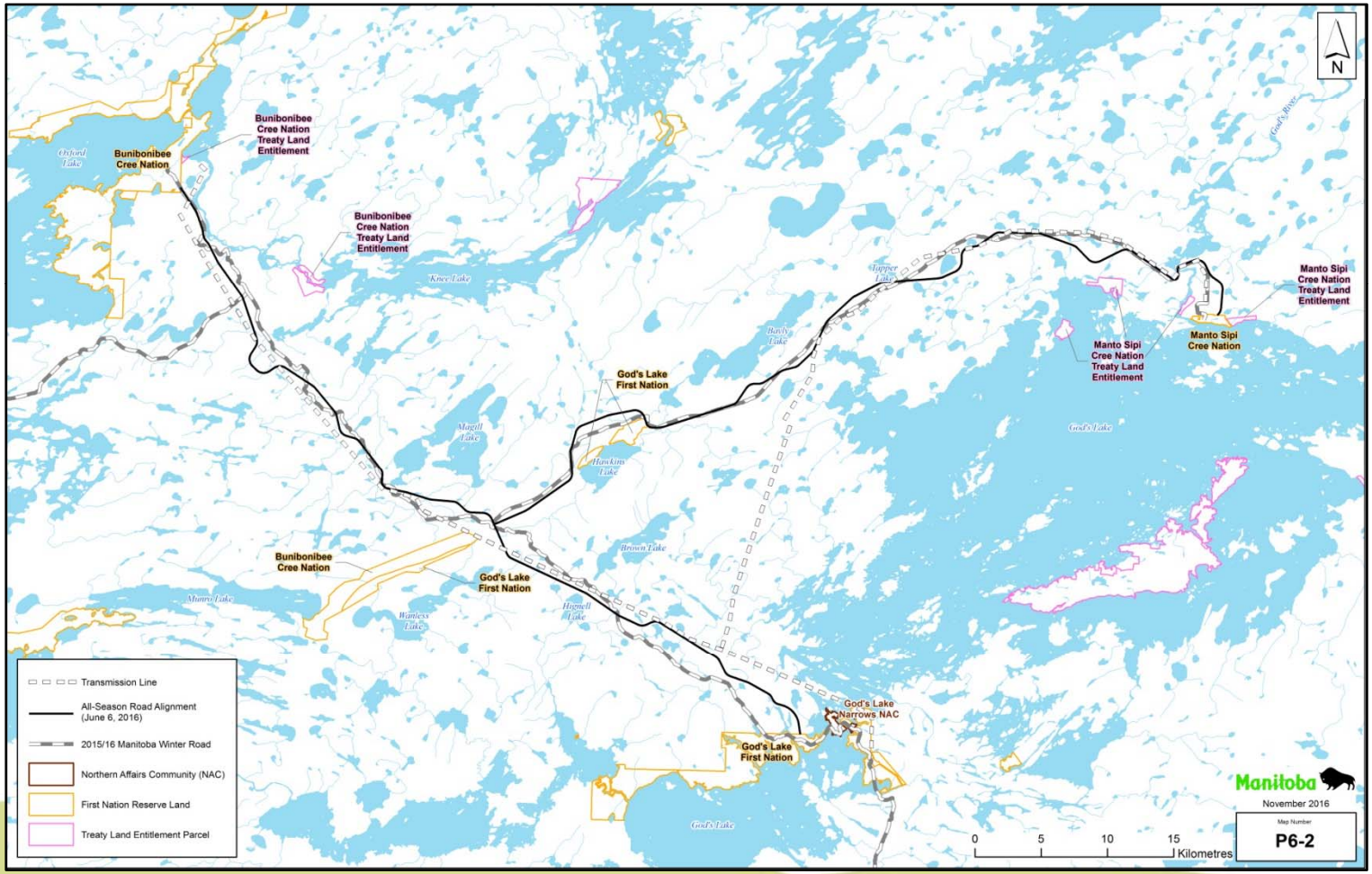


Project P6 – All-Season Road



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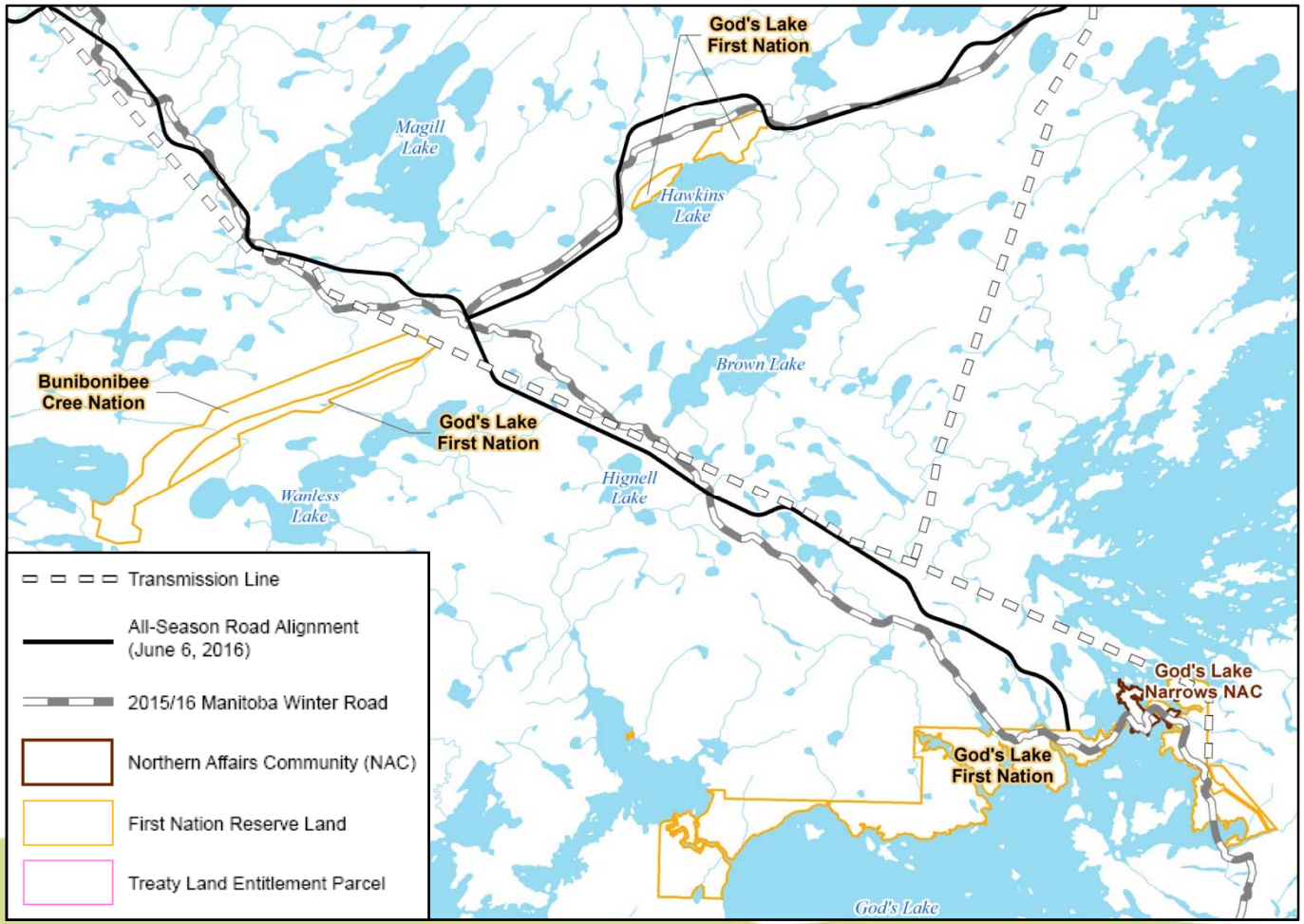

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  - God's River
  - Magill Creek





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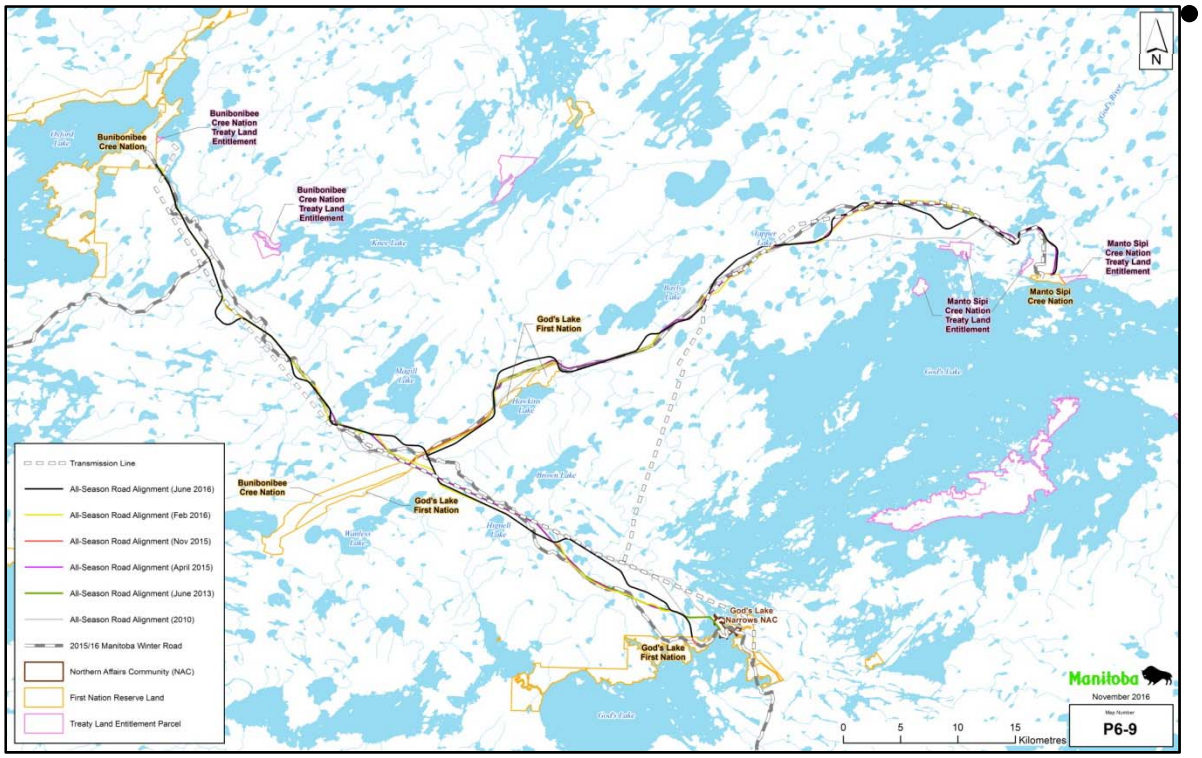

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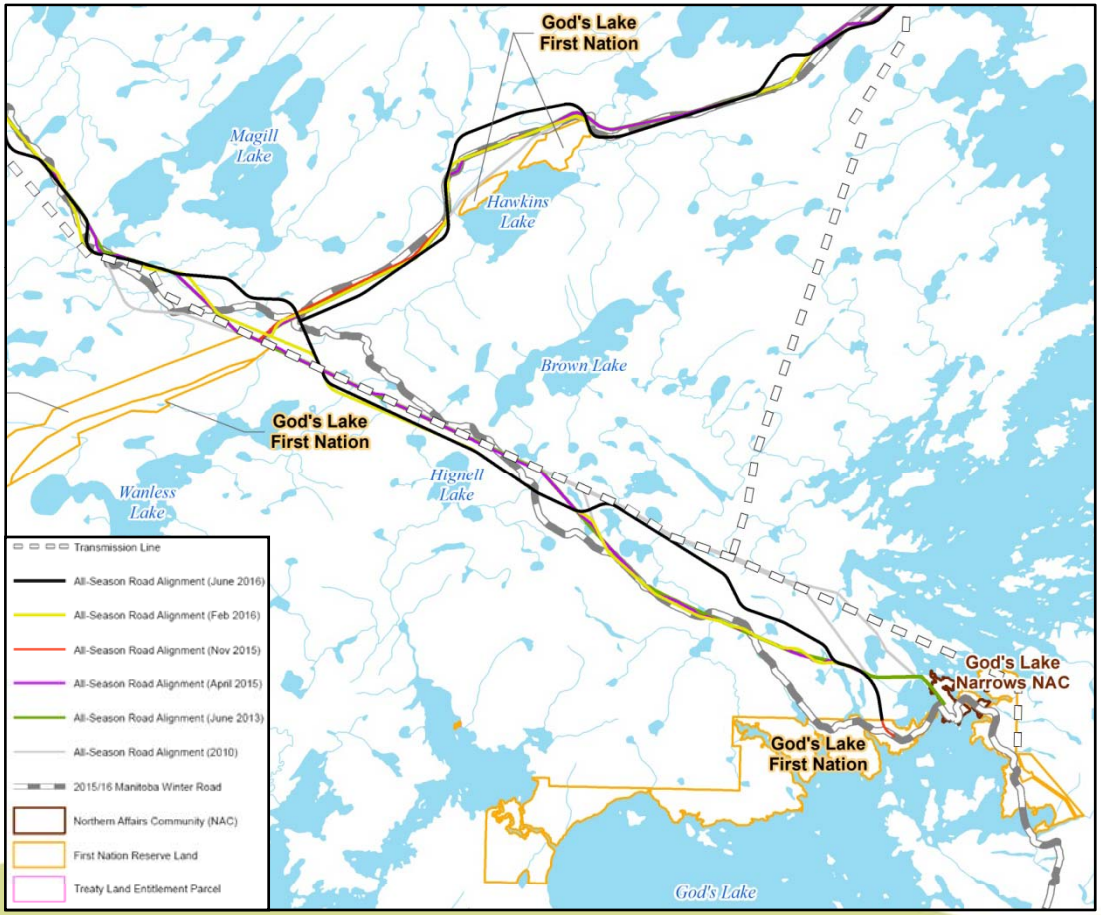

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Water Crossings

- Up to two major crossings:
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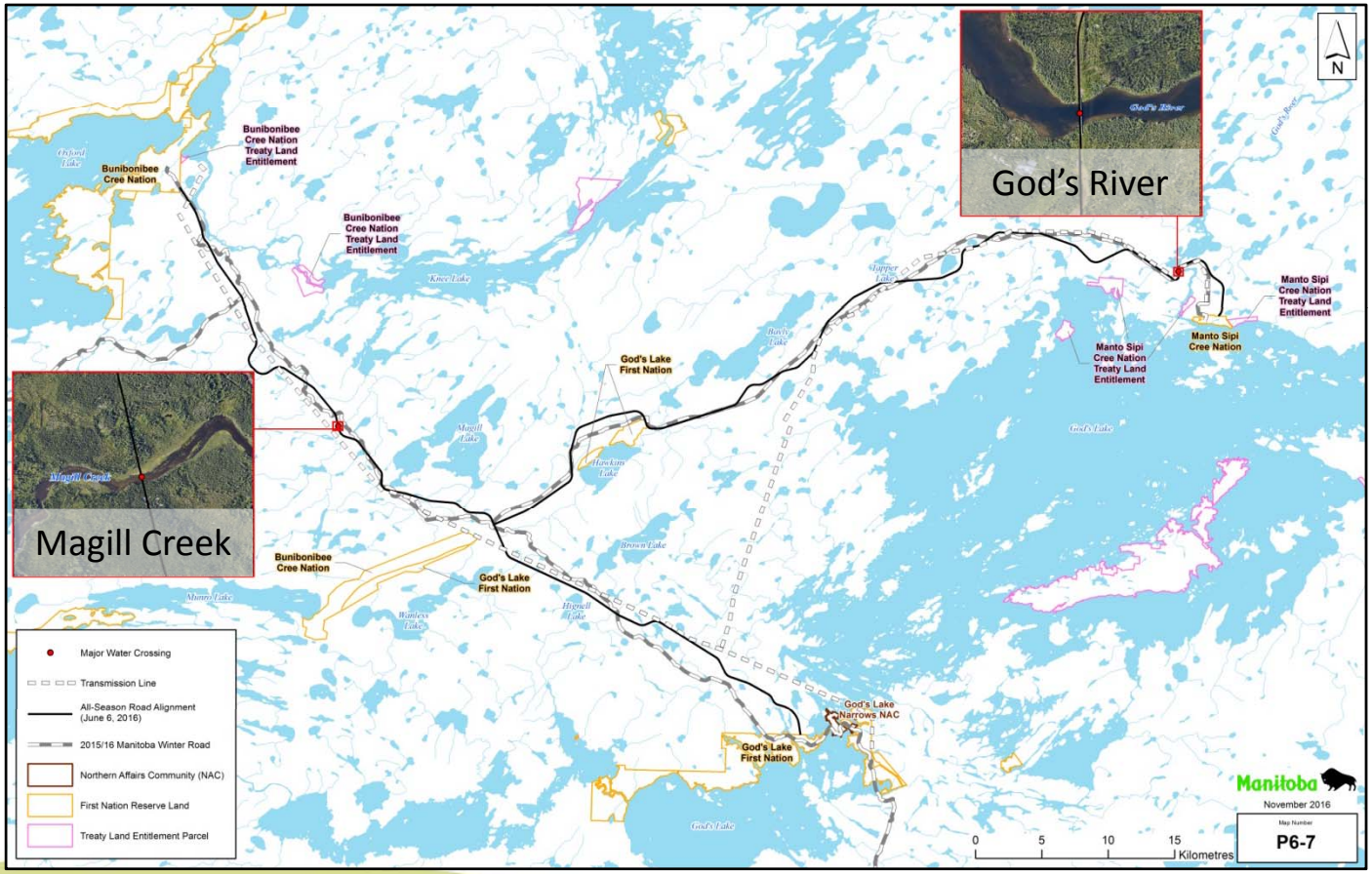
- Approximately 52 minor crossings or drainage equalization culverts





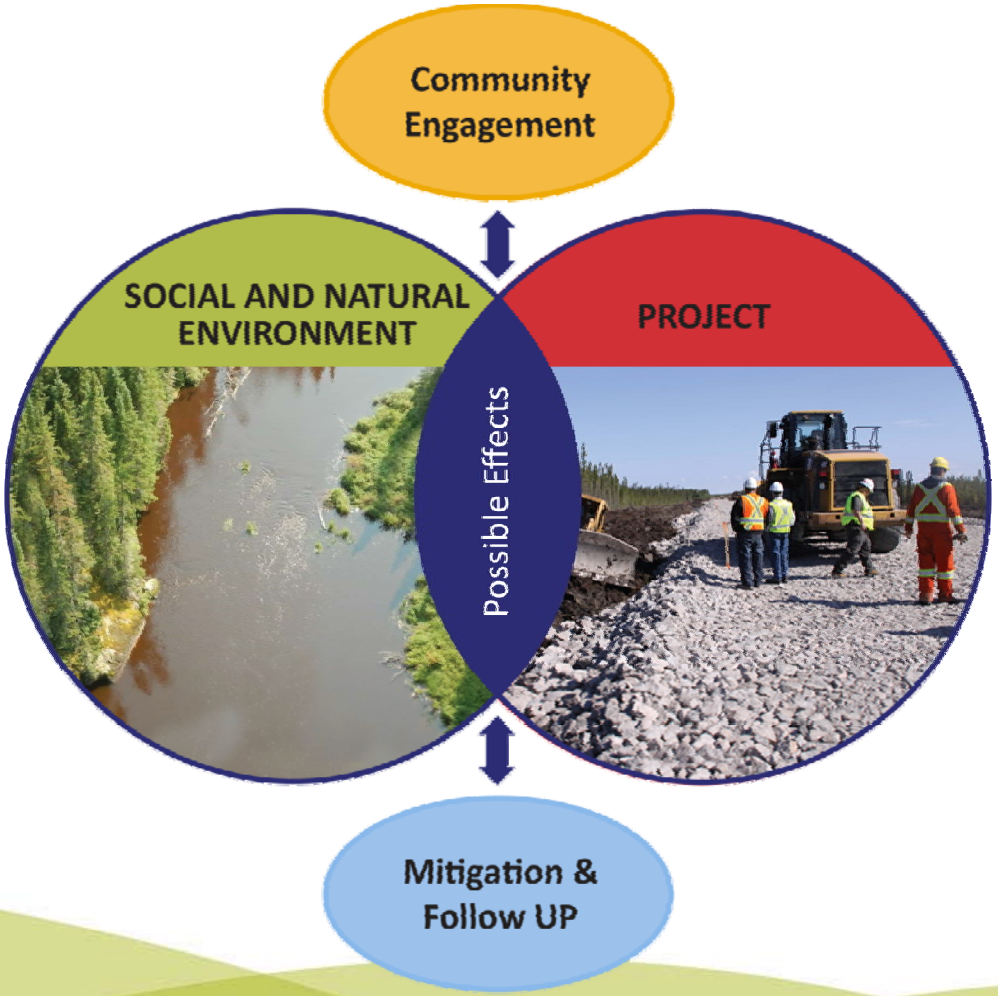
Major Water Crossings



What Is Environmental Impact Assessment







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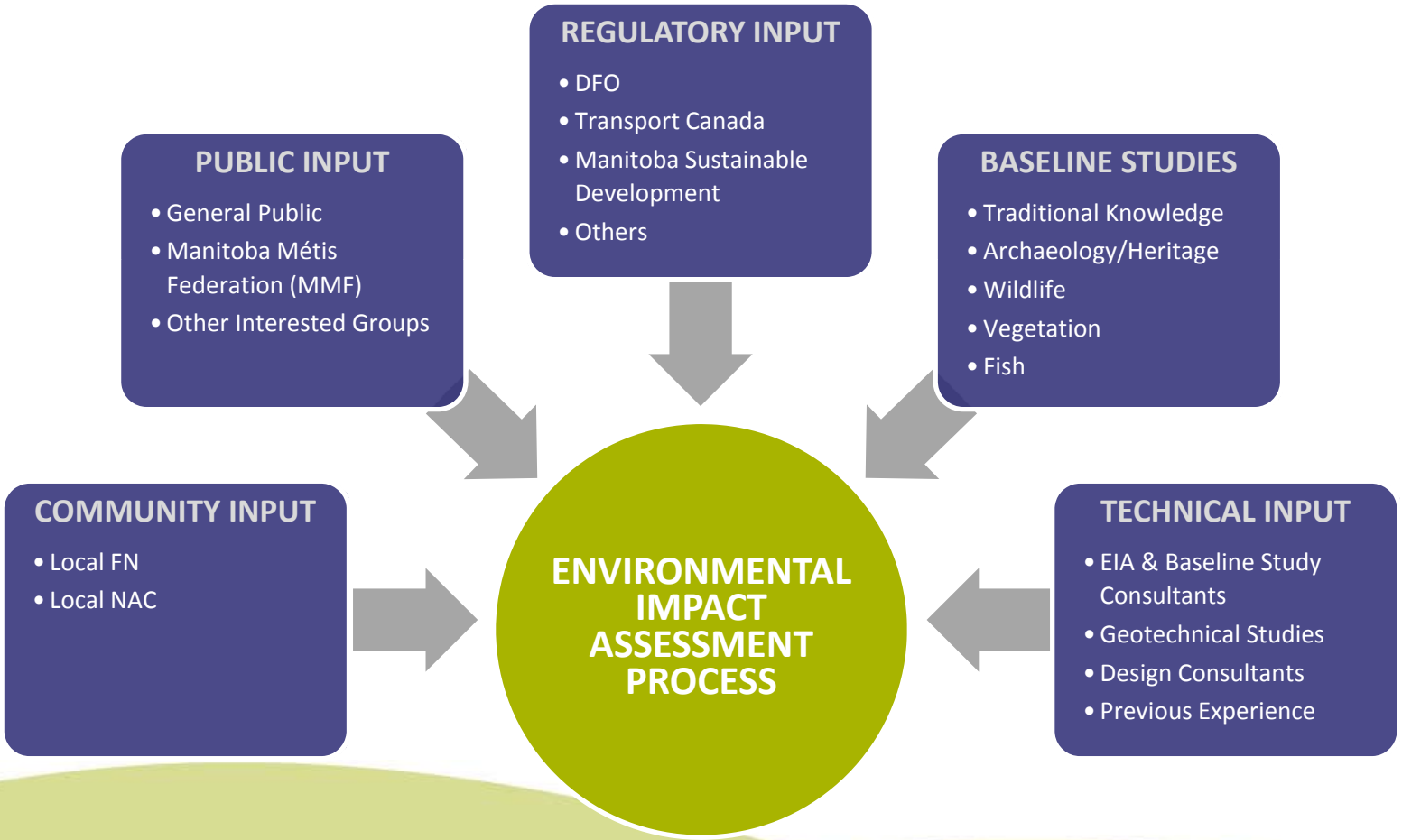

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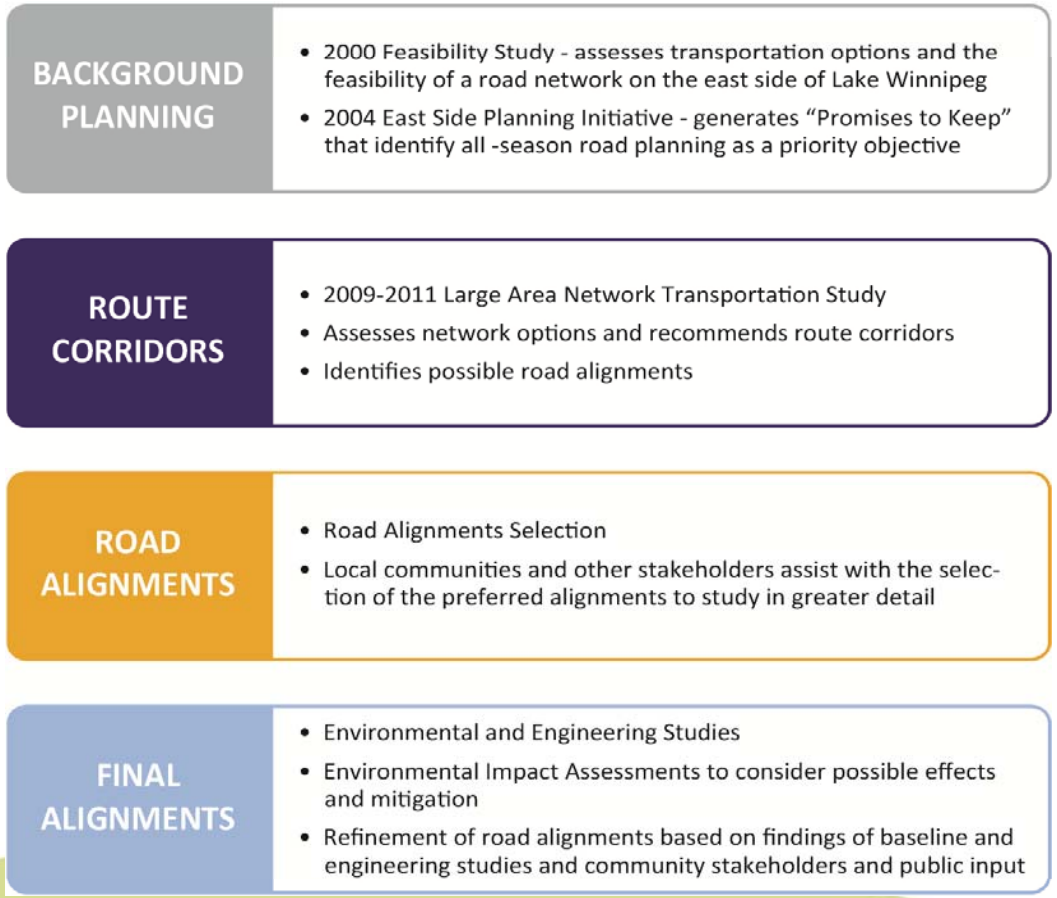

- Community input at every stage is key to developing a good project
- MI will meet and discuss the project:
  - existing environmental conditions
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  - measures to avoid, reduce or eliminate effects
  - next steps

Prior Community Discussions

- Since 2009, meetings have been held with God's Lake to discuss the project and select the best road location
  - Community Meetings
    - January 6, 2016
    - November 4, 2014
    - June 9, 2010
    - April 17, 2009
  - Meetings with Chief and Council
    - October 25, 2016
    - July 15, 2014
    - May 10, 2010





Prior Community Discussions

- Traditional Knowledge (TK) Studies, Workshops and Interviews
  - January 6 & March 22, 2016
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  - April 17, 2009

- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input





Baseline Data



- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Impact Assessment
- Used to assist in project design and construction

Wildlife – Valued Components

- Important for local community cultural, traditional, and economic activities & values
  - Big Game:
    - Caribou & Moose
  - Fur-bearing species:
    - Marten
    - Lynx
    - Wolf
    - Beaver
  - Birds:
    - Raptors / Birds of Prey (eagles, osprey, hawks, owls)
    - Waterfowl (geese, ducks)
    - Migratory birds (e.g. songbirds)
    - Game birds (grouse, partridge)


Caribou


Fisher


Grouse

Vegetation– Valued Components

- Plant species of Conservation Concern which includes species listed by;
  - Schedule 1 of the *Species at Risk Act*
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  - *The Endangered Species and Ecosystems Act* – Manitoba
  - Manitoba Conservation Data Centre (very rare to rare)

- Key community harvest areas for plant species important to the community and valued for food, ceremonies, income or medicinal purposes.

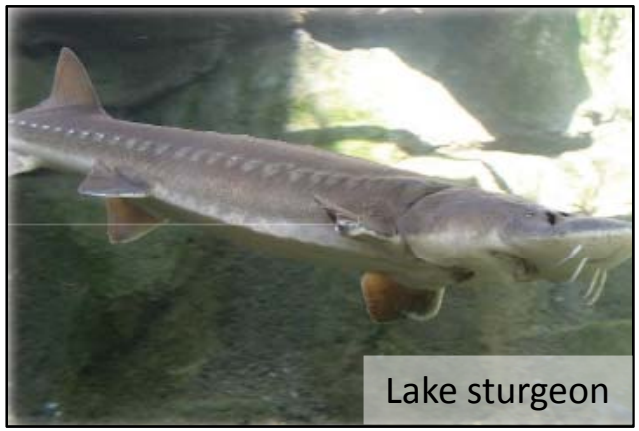

Labrador tea


Bog cranberry

Aquatic – Valued Components

- Fish Habitat
  - Supports fish of importance for local community, cultural, traditional, and economic activities and values
  - Protected under *Fisheries Act*
- Fish
  - Integral part of aquatic ecosystem
  - Of particular value to local communities
  - Protected under *Fisheries Act*
  - Includes all species (harvested and others that support the fisheries)
- Aquatic Species at Risk;
  - Lake Sturgeon is designated as Endangered and present in God's River, Hayes River and God's Lake





Lake sturgeon

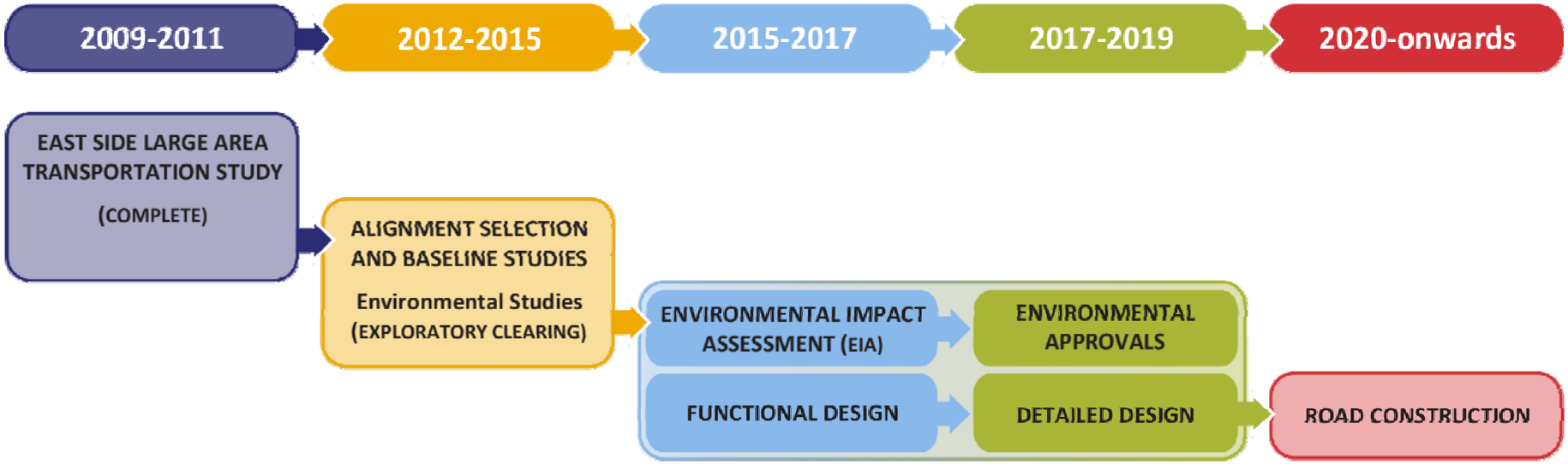
Cultural - Valued Components

- Cultural and archaeological sites
- Areas important for community health and well-being
- Areas for harvesting of edible, medicinal, and cultural plants
- Trapping & hunting
- VC's identified through:
  - Community members
  - Elders
  - Traditional Knowledge
  - Archaeology studies





Schedule


2009-2011
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EAST SIDE LARGE AREA TRANSPORTATION STUDY
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ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN
ROAD CONSTRUCTION

Table Talks!

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Next Steps - We will be back to meet with you:

- **Winter 2017**: To review potential P6 project effects and discuss measures to protect the environment
- **Spring 2017**: To confirm findings of the environmental assessment for the P6 Project with the community


Moose


Caribou

Thank you for your participation



Contact Information:
Toll-Free 1-866-356-6355

Manitoba

Annex A2-7:

Presentation – God's Lake Narrows Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation

The Environmental Assessment - Presentation to God's Lake Narrows
December 9, 2016

Manitoba

Manitoba Infrastructure

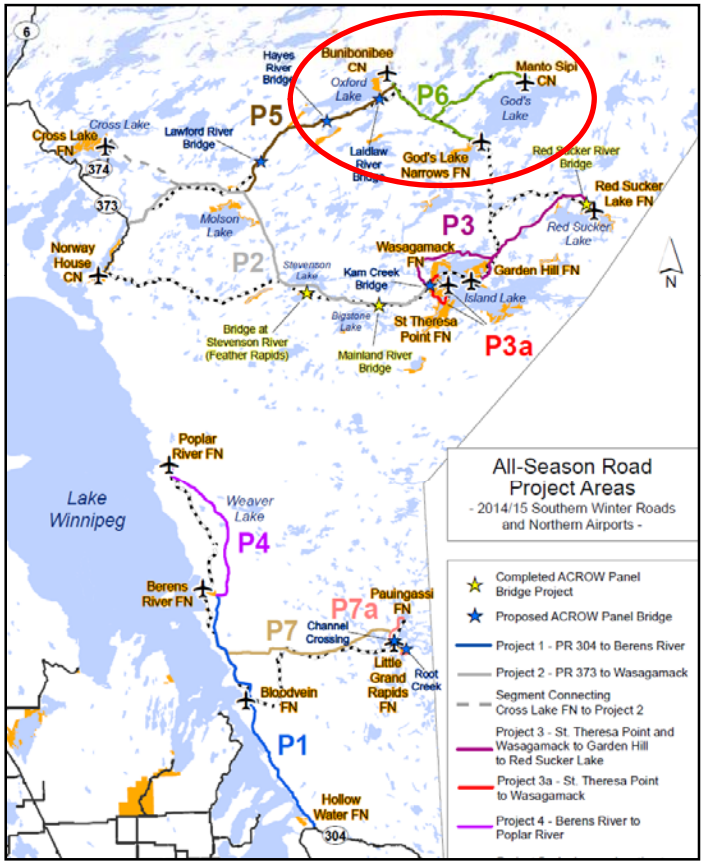
Why are we here?

We are here today to:

- Provide information about the proposed P6 All-Season Road Project
- Review the options that have been considered
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

East Side Transportation Initiative (ESTI)

- Provide alternative transportation to the increasingly unreliable winter road network
- Reduce transportation costs for goods and services
- Improve linkages between isolated and remote communities
- Enhance access to emergency, health & social services
- Enhanced opportunities for local sustainable economic development



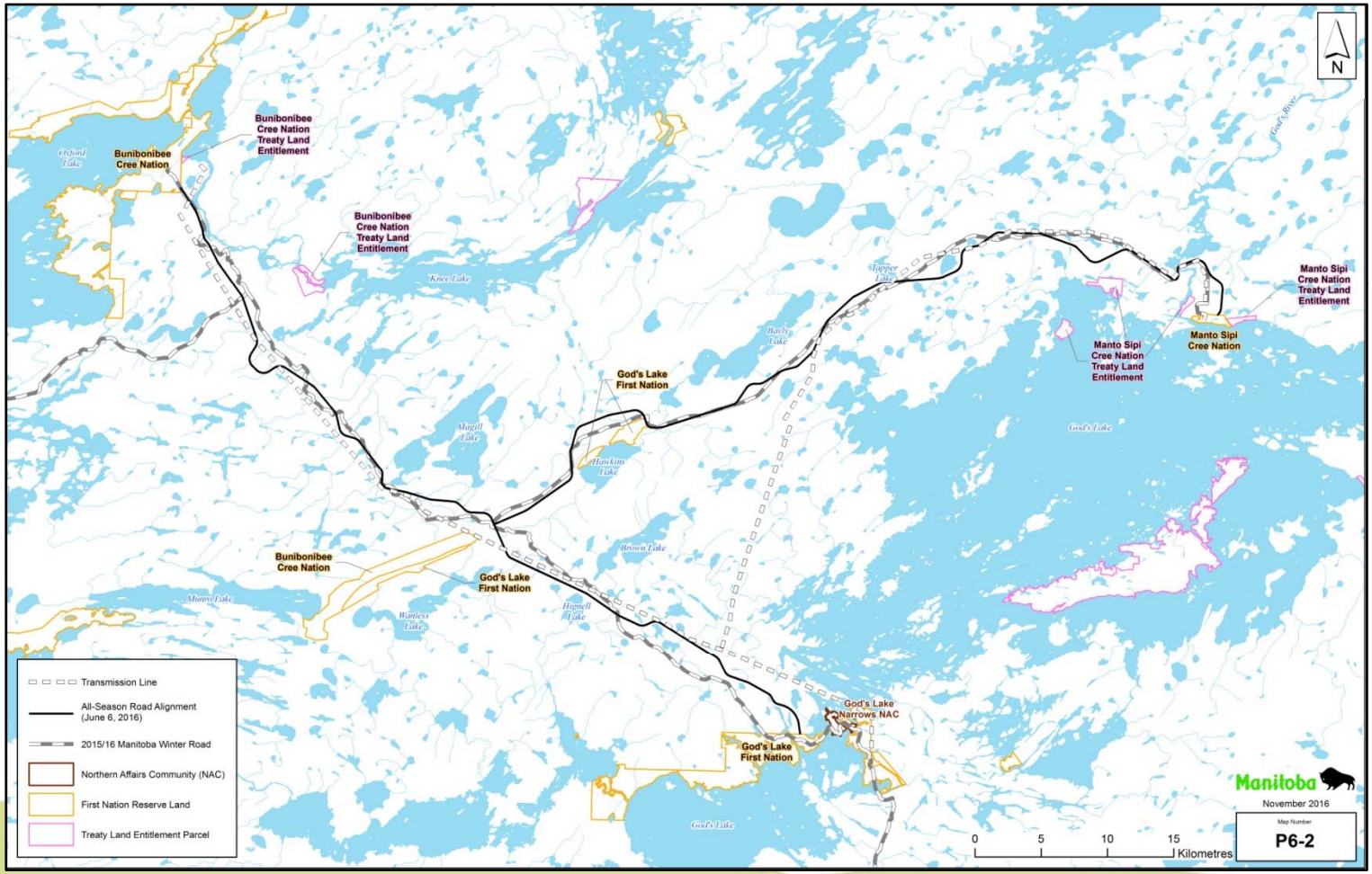
Status of ESTI

- Project 1 – All-Season Road from Provincial Road PR 304 to Berens River First Nation
  - Status: The project has received Environmental Approvals and construction is underway on the 156 km All-Season Road
- Project 4 – All-Season Road Connecting Berens River to Poplar River First Nation
  - Status: The Environmental Approvals for the 94 km All-Season Road are in the final stages
- Project 7a – Pauingassi and Little Grand Rapids First Nations Connection to Little Grand Rapids Airport
  - Status: The Environmental Approval is in the final stages and construction is expected to start soon

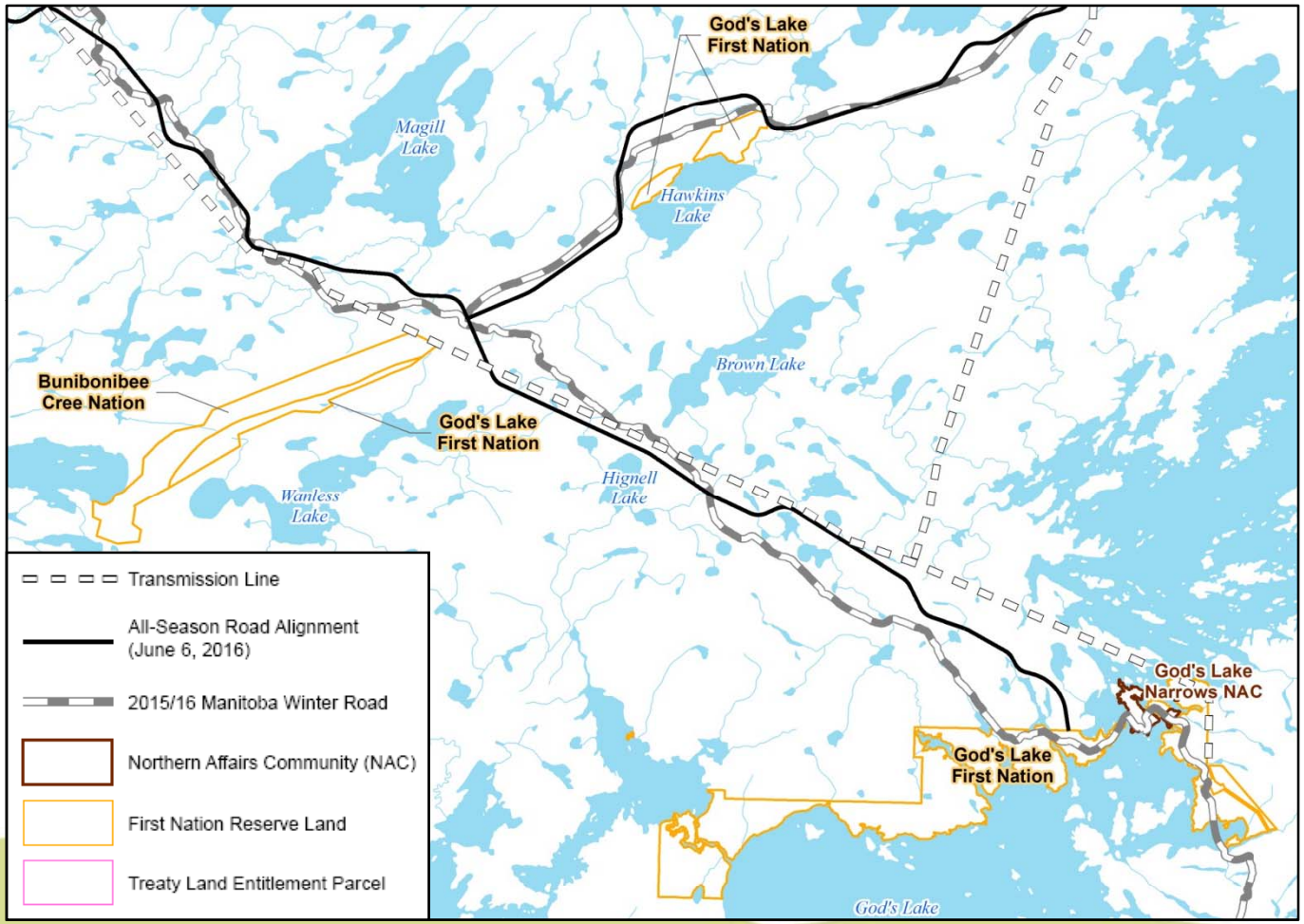
Steps to Select, Design & Construct an All Season Road



Project P6 – All-Season Road



Project P6 – All-Season Road



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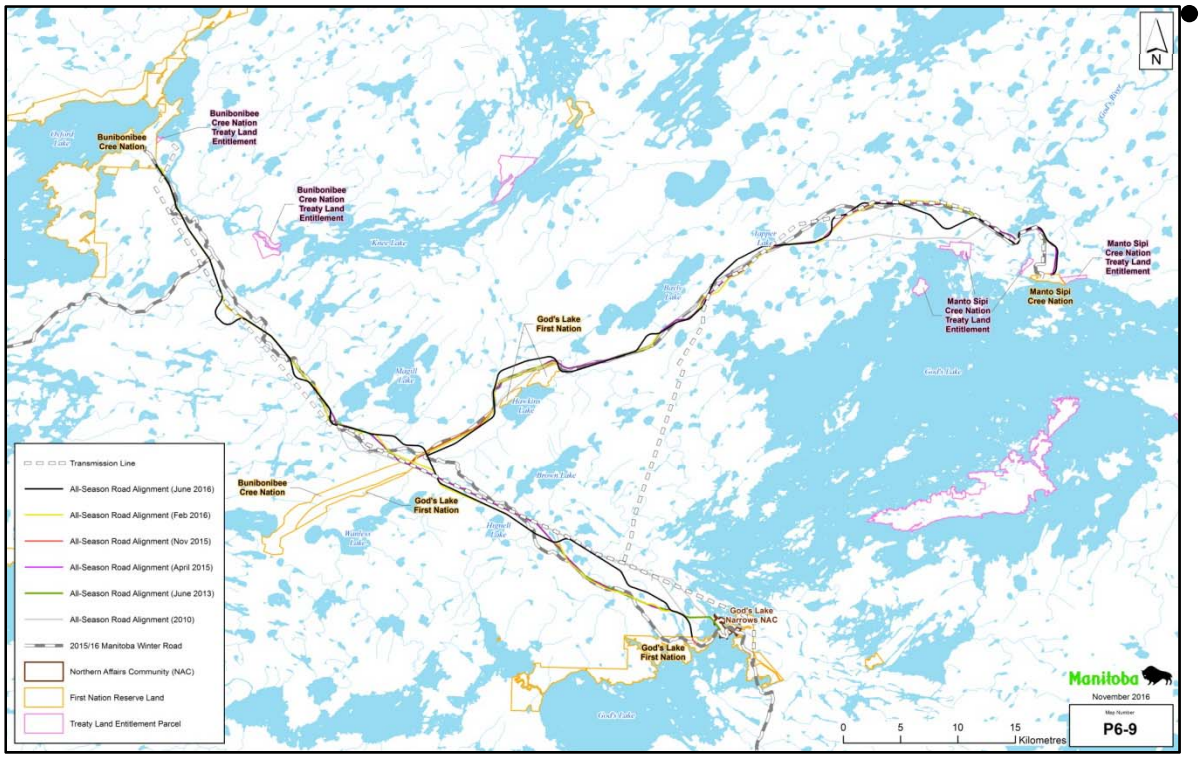

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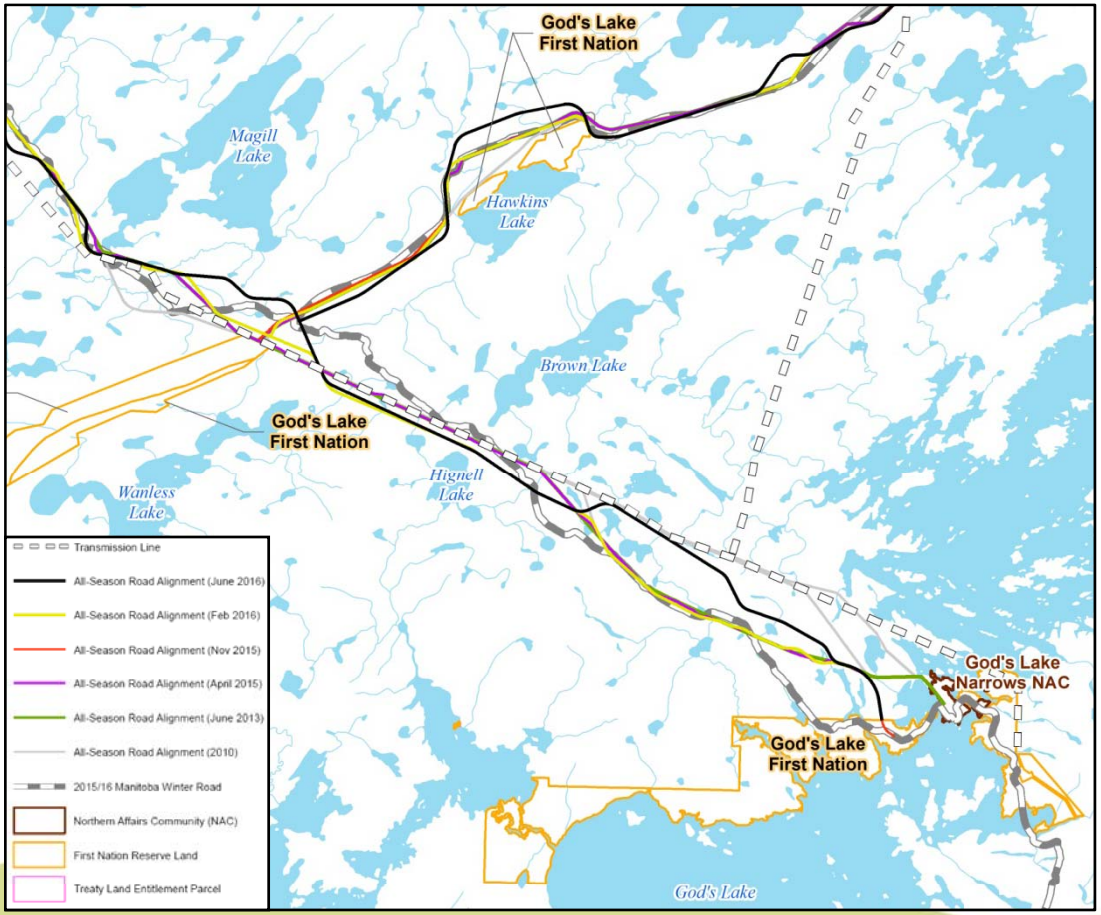

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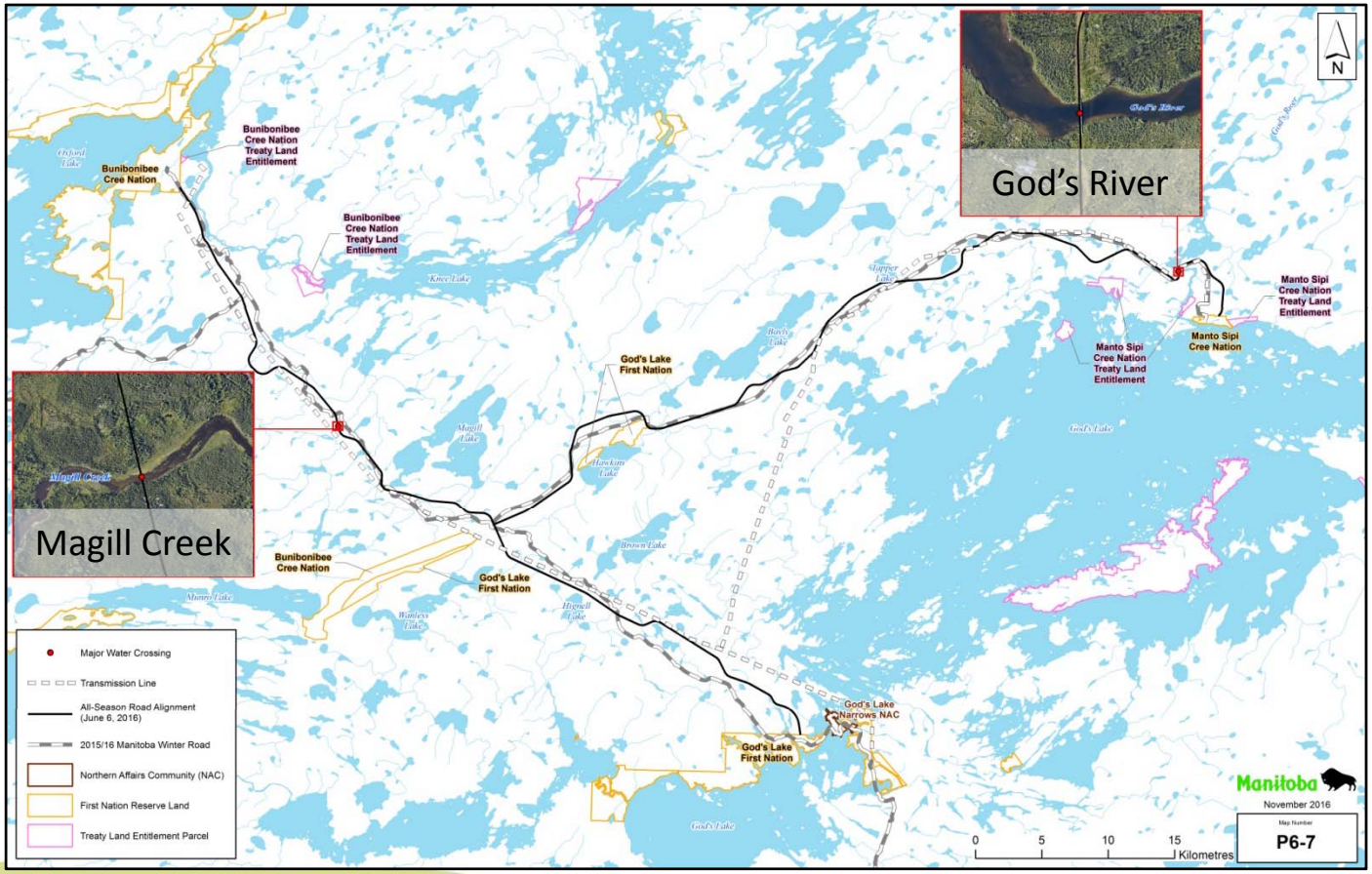

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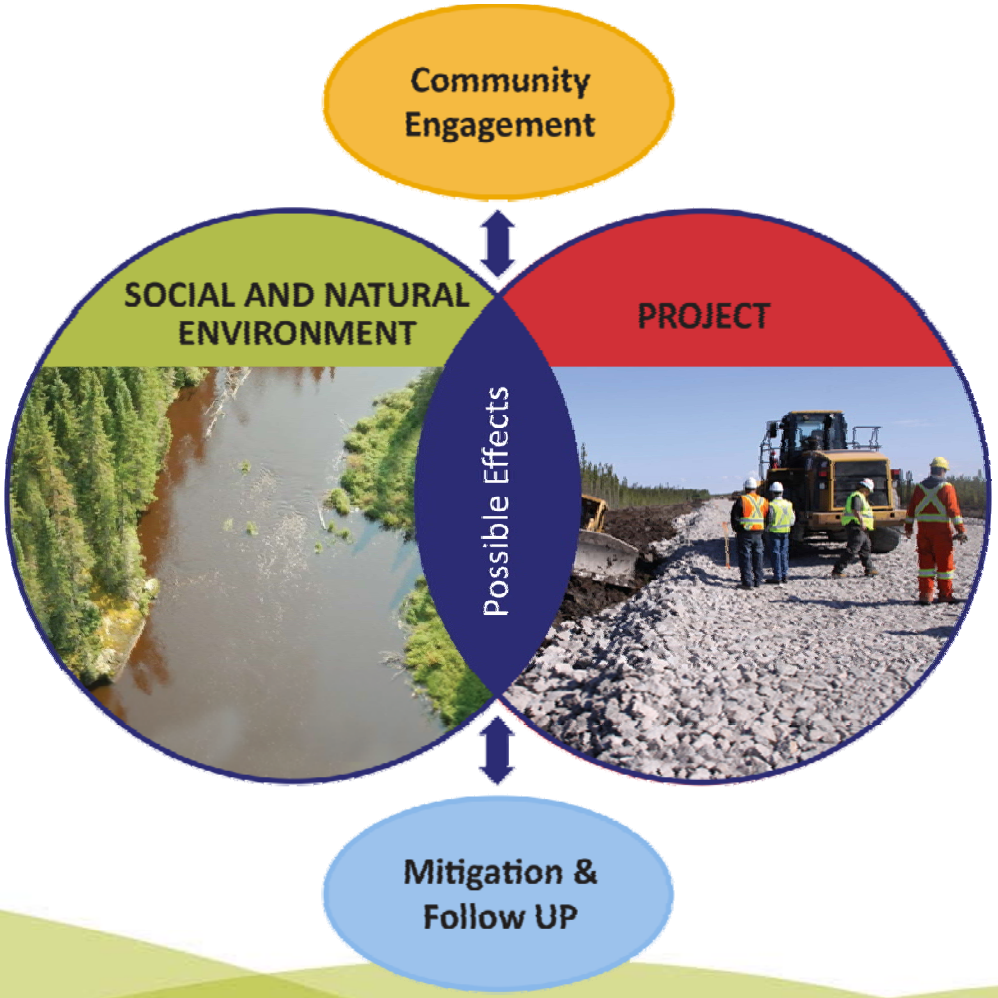

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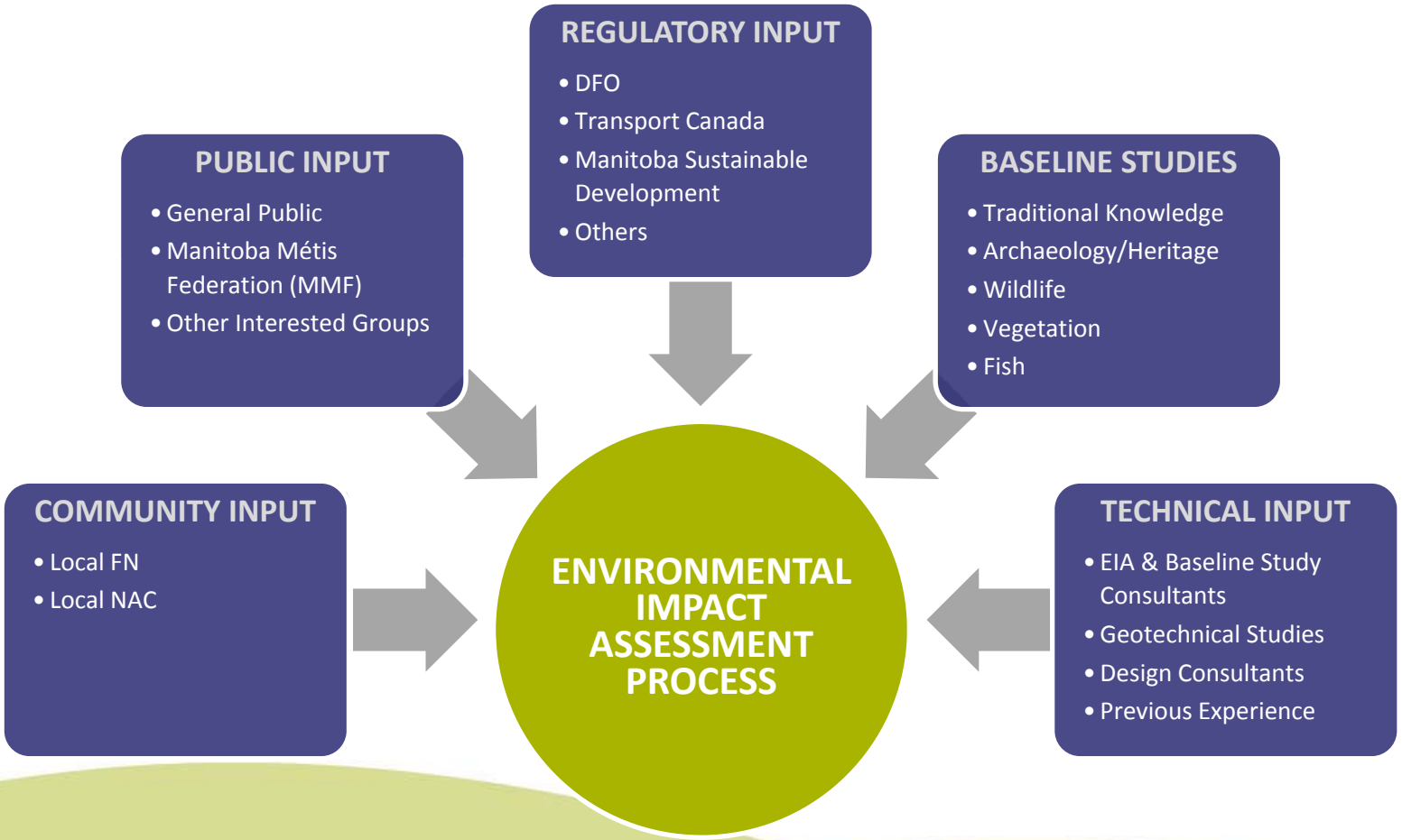

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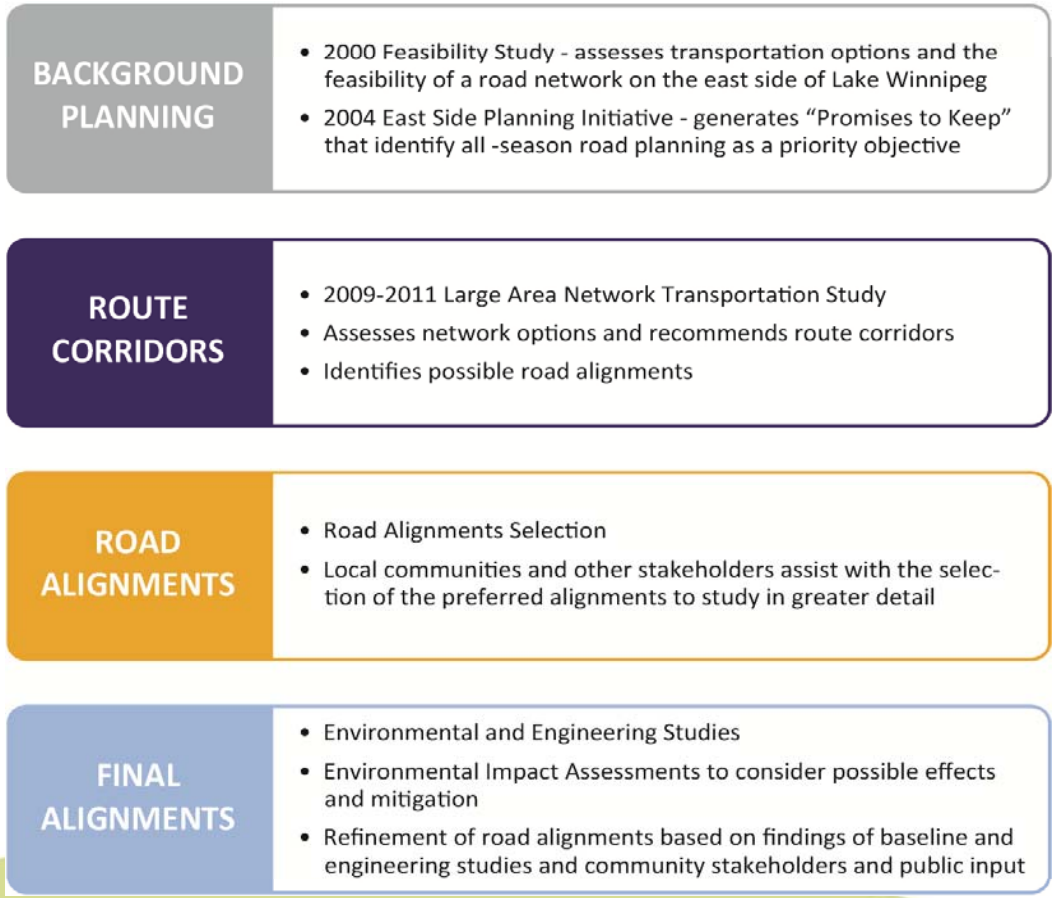

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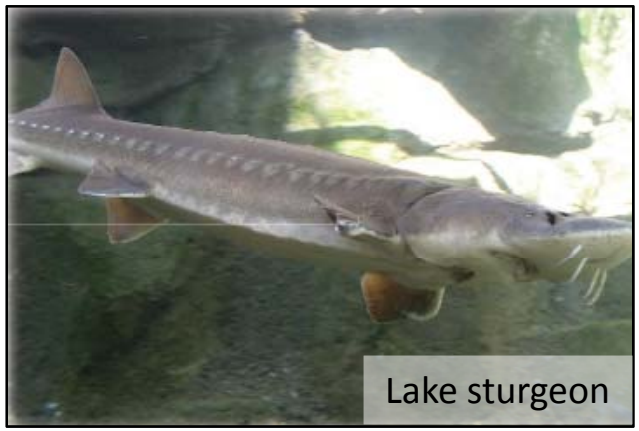

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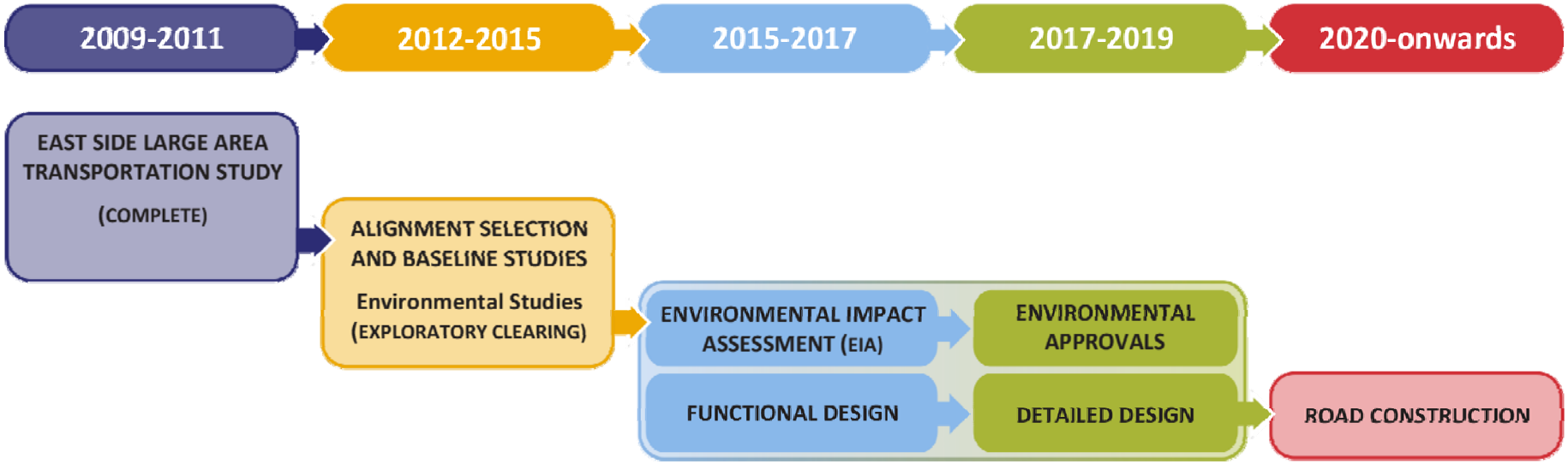
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Moose


Caribou

Thank you for your participation



Contact Information:
Toll-Free 1-866-356-6355

Manitoba

Annex A3:
Round 5 IPEP Materials

Annex A3-1:
Community Meeting Notice Posters

ROUND 5 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.

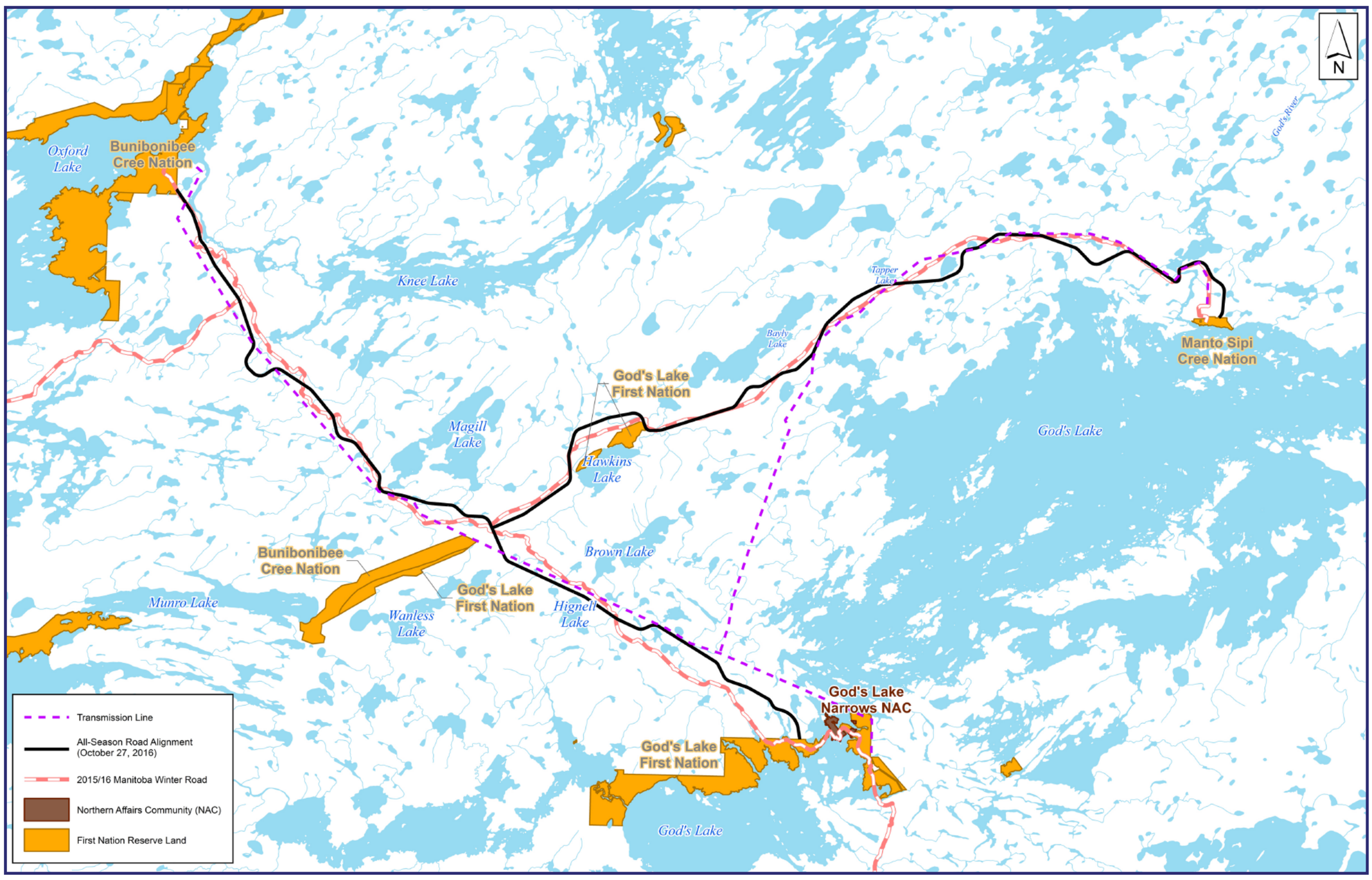




LOCATION: BUNIBONIBEE CREE NATION YOUTH BUILDING
DATE: March 15, 2017
DOORS OPEN: 12:00 PM
PRESENTATION: 1:00 PM
DISCUSSION UNTIL: 3:00 PM

***Alternate location will be announced on the local radio should the venue change.**

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



Door prizes, food and refreshments will be provided.

For more information on the Community Meeting or the East Side Transportation Initiative,

PLEASE CONTACT:
1-866-356-6355

Manitoba Infrastructure

ROUND 5 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation & God's Lake First Nation

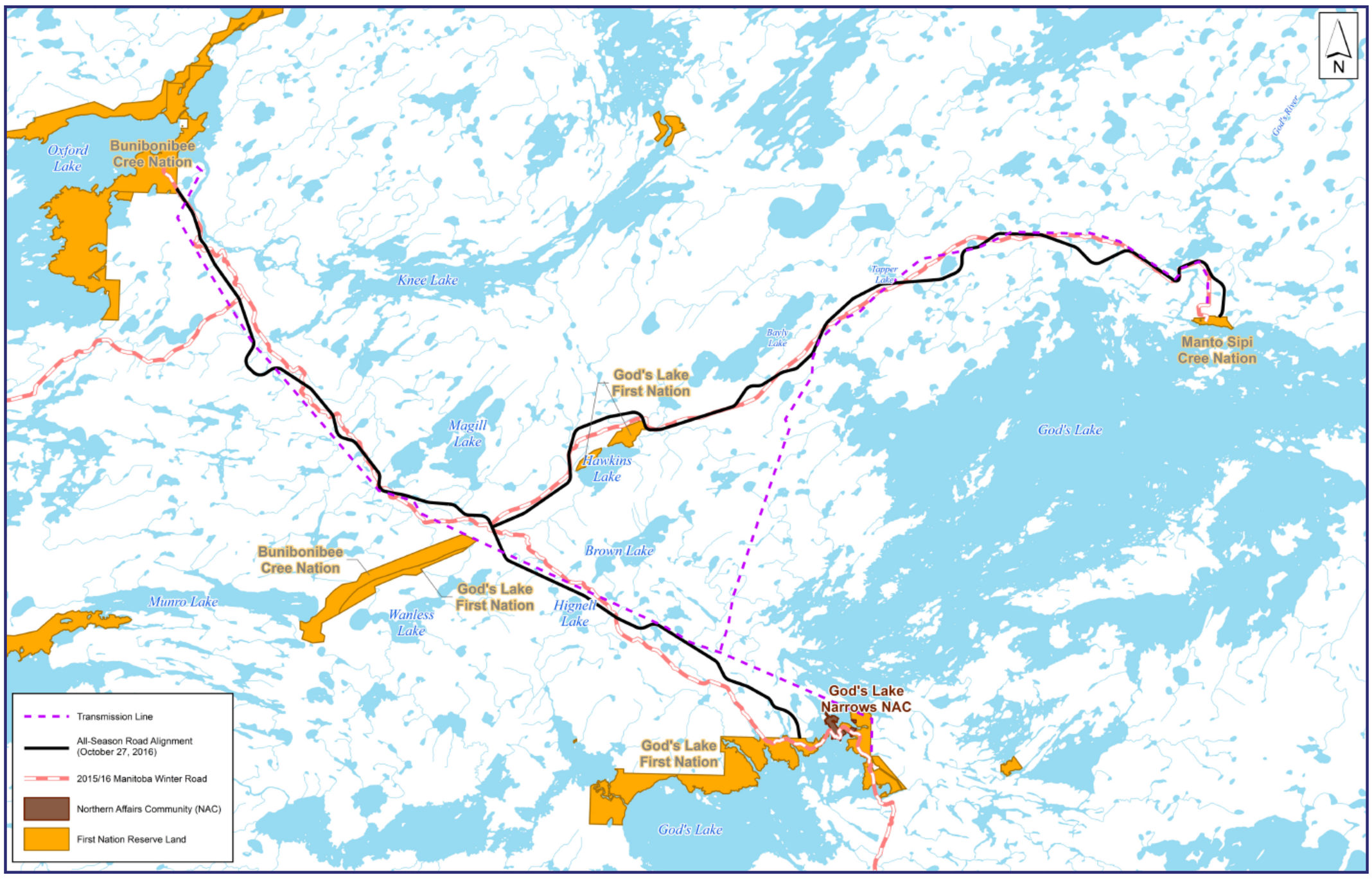
Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.





GOD'S LAKE FIRST NATION
LOCATION: GOD'S LAKE FIRST NATION YOUTH CENTRE
DATE: MARCH 24, 2017
DOORS OPEN: 12:00 PM
PRESENTATION: 1:00 PM
DISCUSSION UNTIL: 3:00 PM

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



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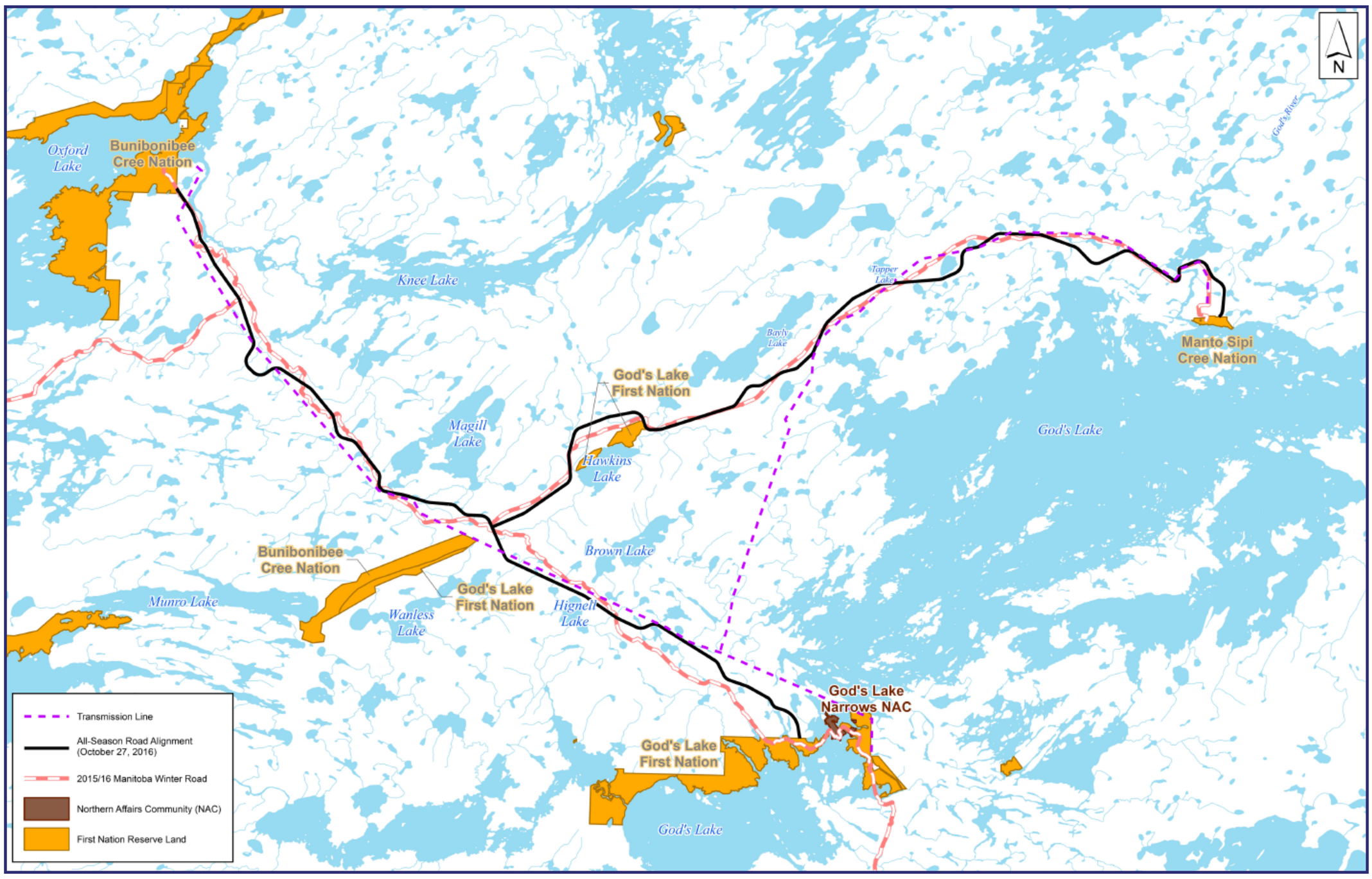
GOD'S LAKE NARROWS NAC
LOCATION: GOD'S LAKE NARROWS COMMUNITY HALL
DATE: MARCH 24, 2017
DOORS OPEN: 4:30 PM
PRESENTATION: 5:00 PM
DISCUSSION UNTIL: 6:30 PM

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



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Manitoba Infrastructure

Annex A3-2:

Winnipeg Public Open House No.1 Advertisements and Invitation Letter

WINNIPEG PUBLIC OPEN HOUSE
GRASSROOTS
APRIL, 2017
MANITOBA INFRASTRUCTURE

BK and White
5” x 6”

PUBLIC OPEN HOUSE
Share Your Views

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God’s Lake First Nation.

LOCATION: **DELTA HOTEL, 350 ST. MARY AVENUE**
DATE: **WEDNESDAY MAY 17, 2017**
TIME: **5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.**

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held and additional meetings in the communities are being planned. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:

Manitoba Infrastructure
1420 – 215 Garry Street
Winnipeg, MB R3C 3P3
Phone: 204-945-4900 or Toll Free: 1-866-356-6355
Fax: 204-948-2462

Manitoba Infrastructure

KGS GROUP CONSULTING ENGINEERS

Continued from page 4

the violence of what happened.

"It's all too common the way that our young people are dying," Jolly said.

Bitternose said she always feared losing one of the young Indigenous girls in her life to this kind of violence.

"Everyone is immensely impacted," she said. "Make it your resolve when you go to your home fires that you will talk to your young people," Bitternose said, as she urged the need to keep young people, and Indigenous women, safe.



Serena McKay, 19, was laid to rest on Monday afternoon following her funeral service

Alma Kakikepinace agreed.

"She came here to teach us about the missing and murdered," Kakikepinace said following the service. "This is number 12 that I am aware of in Sagkeeng. Everybody says it should have never happened, but it did. And we need to move on and heal now."

Scholarship in McKay's name

The elder was one of hundreds who came out to pay her respects and find closure. She never knew McKay personally but was the first to find the teen's body on April 23.

"I am walking away now with images in mind other than the finding of Serena," she said. "I now have visions of her as a toddler and the drum that was laid with her. And I was able to meet with the mother and offer her the comfort. So I needed these for my healing as well."

Following the service, McKay was laid to rest at memorial grounds in Winnipeg.

Her family expressed immense gratitude for the outpouring of support from across the country.

McKay will be granted her high school diploma posthumously at her class's convocation in June. Her family was also grateful to learn the school is creating a scholarship in her name.

In closing, Pastor Jolly spoke about the significance of names in Indigenous culture.

"I think she would desire us to have serenity," he said.

WEST REGION CHILD AND FAMILY SERVICES, INC.

invites applications for

Urban Services CFS Worker (1-year Term)
Winnipeg, MB

WRCFS is a mandated First Nations Child and Family Services Agency responsible to provide a full range of services, including statutory services, voluntary services and prevention services to the children and families of its nine First Nations, residing on and off reserve. The purpose of the programs of WRCFS is to sustain, support, and enhance family and community life. The agency's mission is to work with our First Nations people to protect Aboriginal children, in keeping with our core values.

Reporting to the Urban Services CFS Supervisor, the worker will be responsible to work as part of a team in delivering a full range of child and family services with emphasis on prevention and resource services as a frontline approach. Duties will include; the provision of a full range of statutory child welfare services that involves child protection; court work; case management; intake; on-call; advocacy; special needs, age of majority and the application of the Structured Decision Making Assessment tools when working with families.

Qualifications:

- BSW degree with two (2) years of child welfare experience, preferably in First Nations child and family services. An equivalent combination of training and experience may be considered.
- Must have working knowledge of the CFS Act and a commitment to First Nations child and family services, community based planning and service delivery.
- Knowledge of and appreciation for Ojibway culture and aspirations are essential.
- The ability to speak Ojibway will be considered a definite asset.
- Demonstrated ability to communicate effectively, both orally and in writing.
- Must have demonstrated ability to work as part of a team and within a multi-disciplinary approach.
- Must have good organizational skills
- Must be able to respond to completing deadlines in a fast paced work environment
- Must have computer training and/or knowledge of Microsoft Office
- Have familiarity with the Structured Decision Making Assessment tools, Intake & CFSIS.

Salary: Commensurate with experience and training and according to Provincial pay scale.

WRCFS offers a supportive, progressive and innovative work environment, competitive salaries, a great benefits package, and training opportunities. The successful applicant must provide WRCFS with a current criminal record check and child abuse registry check and driver's abstract prior to commencement of employment. Travel is required. A valid driver's license and access to means of transportation for work is a condition of employment.

Please submit your resumes with a covering letter to:

Verna McIvor, BSW, RSW
Director of Urban Services
West Region Child and Family Services, Inc.
255 Sherbrook St.
Winnipeg, MB.
R3C 2B8
Fax: (204) 985-4079

DEADLINE FOR APPLICATIONS IS May 5th 2017

We thank you for your interest in WRCFS; however only those selected for an interview will be contacted.

PUBLIC OPEN HOUSE
Share Your Views

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation.

LOCATION: DELTA HOTEL, 350 ST. MARY AVENUE
DATE: WEDNESDAY MAY 17, 2017
TIME: 5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held and additional meetings in the communities are being planned. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:

Manitoba Infrastructure
1420 – 215 Garry Street
Winnipeg, MB R3C 3P3
Phone: 204-945-4900 or Toll Free: 1-866-356-6355
Fax: 204-948-2462

Manitoba Infrastructure

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WINNIPEG PUBLIC OPEN HOUSE
WINNIPEG FREE PRESS ADVERTISEMENT
APRIL, 2017
MANITOBA INFRASTRUCTURE

BK and White
4.5” x 5.5”

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leath after he mowed down cyclists Ross Chafe and Kelly Blunden, who is given for ... trial. The judge also ordered Alec be — *The Canadian Press*

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-Dr. Seuss

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Manitoba Infrastructure

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of before June 12, 2017.

Dated at Winnipeg, Manitoba this 20th day of April, 2017.

DERKSEN LAW
Solicitors for the Estate
Per: WALDY DERKSEN

NOTICE TO CREDITORS

In accordance with S. 41 (5) *Trustee Act* (R.S.M. 1987)

IN THE MATTER OF the Estate of Carolyn Ann Henry, late of the Town of Sanford, in Manitoba, deceased.

ALL CLAIMS against the above estate, duly verified by Statutory Declaration, must be filed with TRADITION LAW LLP, Estates & Trusts, at their offices at 200-207 Donald St., Winnipeg, MB R3C 1M5, Attention: Cynthia Hiebert-Simkin, on or before May 29, 2017.

DATED at the City of Winnipeg, in Manitoba, the 29th day of April, 2017.

TRADITION LAW LLP
Estates & Trusts
Solicitors for the Executor

NOTICE TO CREDITORS

IN THE MATTER OF the estate of BLAKE EDWARD WHITTLETON, late of the Town of Sanford, in Manitoba, deceased.

All claims against the above estate, duly verified by statutory declaration, must be sent to the undersigned at 700-444 St. Mary Avenue, Winnipeg, Manitoba, R3C 3T1 on or before the 29th day of May, 2017.

DATED at the City of Winnipeg, in the Province of Manitoba, this 12th day of April, 2017.

JAMES H. DIXON
MONK GOODWIN LLP
700-444 St. Mary Avenue
Winnipeg, MB R3C 3T1
Solicitors for the Estate

R3G 0R4 on or before May 30, 2017.

Dated at the City of Winnipeg, in M this 24th day of April, 2017.

WOLSELEY LAW LLP
Solicitors for the Executor

NOTICE TO CREDITORS

IN THE MATTER of the Es LILLIAN GREENFIELD (also k LIBBY GREENFIELD), late of of Winnipeg, in Manitoba, Dece

All claims against the above duly verified by Statutory Decl must be filed with the unde at TD Wealth Private Tru Portage Avenue, Suite 1726, Wi Manitoba. R3B 3K6, (Attention: Harrison) on or before May 29, 2

DATED at Winnipeg, Manitob 19, 2017.

TD WEALTH PRIVATE TR
Attention: Audrey Harriso
Trust Officer for the Estate

NOTICE TO CREDITOR

IN THE MATTER OF the e **LEOPOLD GIRARD**, late of the Winnipeg, in Manitoba, decease

All claims against the above est verified by statutory declaratio be sent to the undersigned at St. Mary Avenue, Winnipeg, M R3C 3T1 on or before the 29t May, 2017.

DATED at the City of Winnipe Province of Manitoba, this 29t April, 2017.

MICHEL CHARTIER
MONK GOODWIN LLP
700-444 St. Mary Avenue
Winnipeg, MB R3C 3T1
Solicitors for the Executor

WINNIPEG PUBLIC OPEN HOUSE
WINNIPEG SUN ADVERTISEMENT
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BK and White
5.095" x 5.714"

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Code blue for hospital's ER

Group protests closing of unit at Victoria General

GLEN DAWKINS
Winnipeg Sun

A small group of concerned Winnipeggers held a protest Saturday against the closure of the Victoria General Hospital emergency room.

"We wanted to make the people aware of what is going on there," said protest organizer Baljit Singh. "Not everybody is aware that the hospital's ER is closing down. People are going to have to go to St. Boniface or the Health Sciences Centre and we have to make sure that the people are aware of that."

Earlier this month, the Winnipeg Regional Health Authority announced plans to close three of Winnipeg's ERs, including Victoria Hospital's.

Seven Oaks and Victoria hospitals are slated to lose their ERs and become urgent care centres which will deal with serious but non-life-threatening injuries while Concordia Hospital will lose its ER and focus on orthopedics, geriatric rehabilitation and transitional care for patients waiting to get into personal care homes.

As well, the Misericordia Health Centre's urgent care centre will be replaced with an intravenous therapy centre. The closures would centralize emergency room services at St. Boniface Hospital, Health Sciences Centre and Grace Hospital.

The province and WHRA has said that the plan will improve patient care. Earlier this month, NDP MLA Jim Maloway led an information picket in front of the Concordia Hospital and is organizing an online campaign to keep its ER open.

Singh said his small group of about a dozen protesters got an encouraging reception with passing motorists honking their support.

"That's our goal: making the government reconsider the decision they made," said Singh, whose group is also worried about how this will affect people living south of the city who depend on the Victoria Hospital's ER.

"They can do and undo anything they want."

gdawkins@postmedia.com
Twitter: @SunGlenDawkins

Manitoba
Infrastructure
Engineering and Operations/Highway Planning and Design
1420-215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-945-3660 F 204-945-0593
www.manitoba.ca

April 24, 2017

Redacted

Dear Mr. Belton:

Re: INVITATION TO A PUBLIC OPEN HOUSE – ALL-SEASON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION & GOD'S LAKE FIRST NATION

Manitoba Infrastructure (MI) is hosting a series of community meetings and Public Open Houses to discuss the proposed P6 All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation. The community meetings and Open Houses are an opportunity for community members, stakeholders and the public to discuss the proposed all-season road project and its Environmental Assessment, which is currently underway. As a key stakeholder for the project, MI wants to hear your views on the proposed transportation improvements in this area.

The Open House will be held in Winnipeg on **May 17,** from **5:00 p.m. – 8:00 p.m.** with a presentation at **6:00 p.m.** The meeting will take place at the **Delta Hotel**, located at 350 St. Mary Avenue.

For more information on this Public Open House and to RSVP, please call 945-4900 or Toll Free 1-866-356-6355. Thank you for your interest in this project.

Sincerely,

Redacted

Kimber Osiowy
Manager, Environmental Services

Annex A3-3:

Display Boards – Bunibonibee Cree Nation, God's Lake First Nation and God's Lake Narrows Community Meetings

WELCOME!

to the East Side Transportation Initiative

COMMUNITY MEETING






PROJECT 6 ALL-SEASON ROAD
LINKING MANTO SIPI CREE NATION,
BUNIBONIBEE CREE NATION & GOD'S LAKE FIRST NATION

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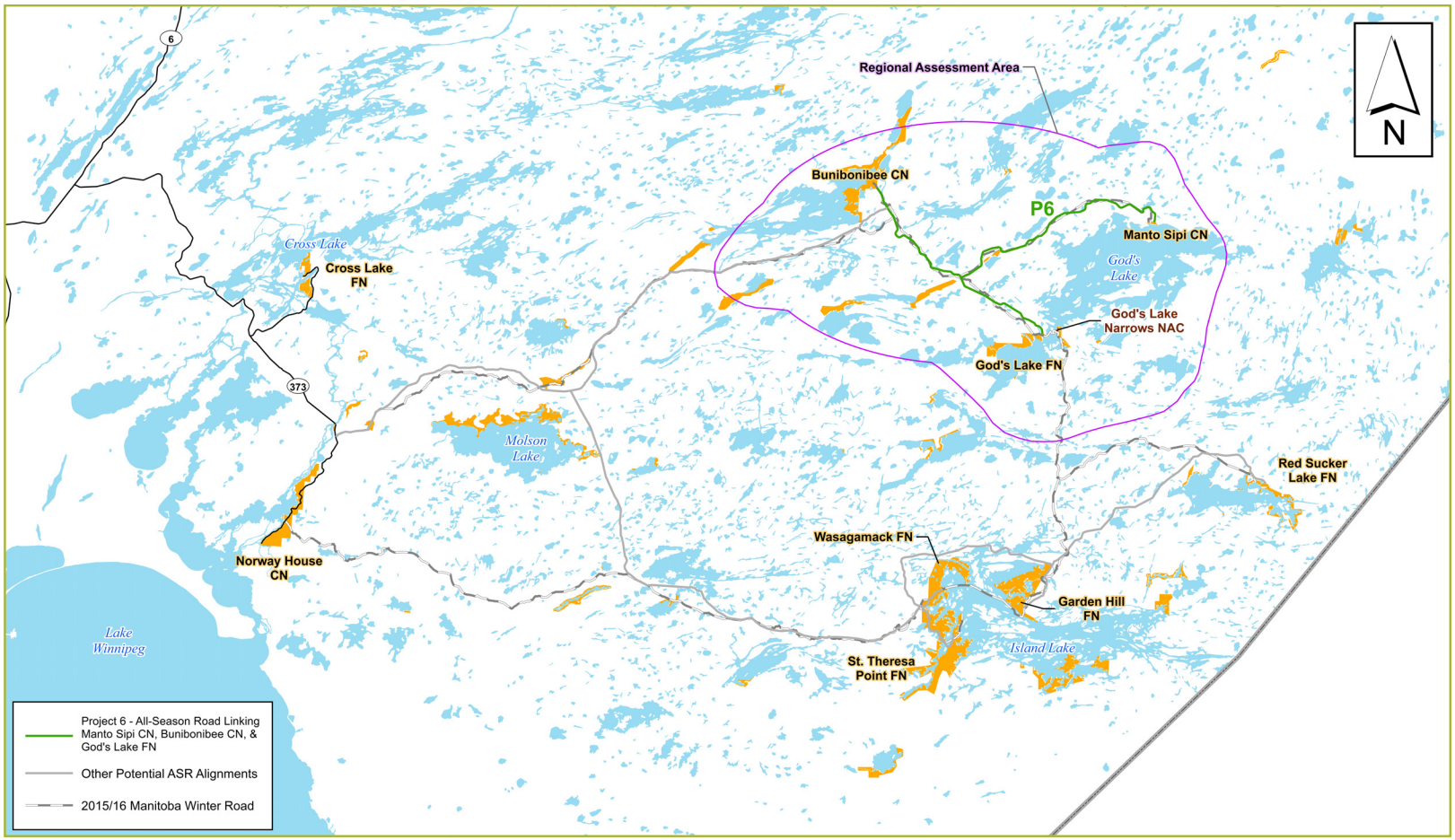
EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS



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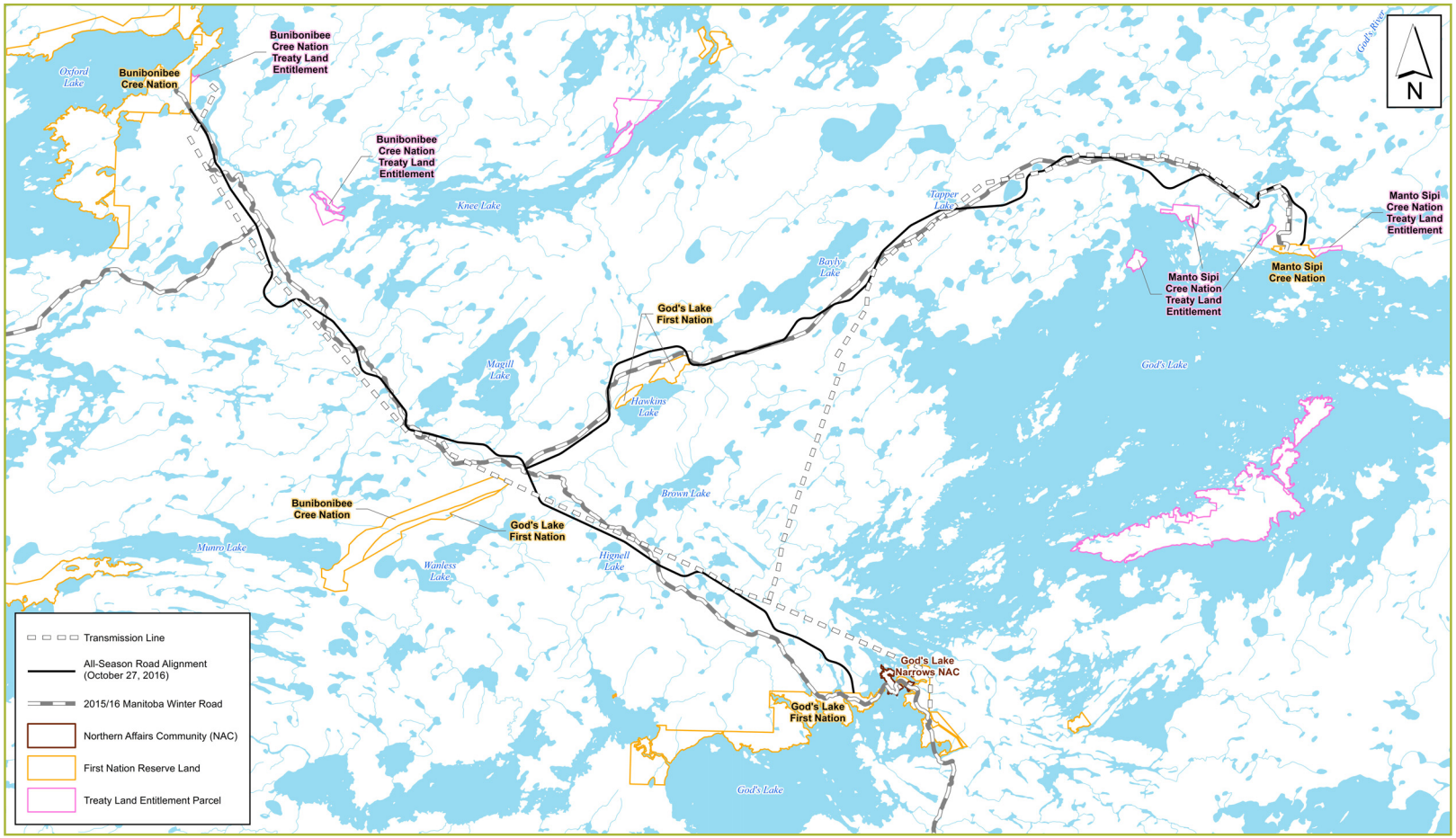
PROJECT AREA



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ALL-SEASON ROAD CONSTRUCTION STEPS

ASR PLANNING AND DESIGN

Traditional Knowledge



Sensitive Site Identification



Soil Studies



Community and Stakeholder Meetings



Environmental Studies / Approvals



CONSTRUCTION

Right of Way Clearing



Aggregate Production and Quarries, Establishment of Borrow Pits



Grading and Gravelling



Culvert Installation and Equalization



Bridge Construction and Installation



Re-Vegetation and Erosion Control



MAINTENANCE

Mowing



Mechanical Brushing



Washout Repair



Drainage Preservation



Snow Plowing



Sanding, Spreading Ice and Dust Control



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ROUND 4 MEETING

Manitoba Infrastructure is conducting meetings with communities in the area to inform and obtain input on the project and Environmental Impact Assessment (EIA)









The first series of Round 4 meetings were held with the communities on:

December 8, 2016 in Bunibonibee Cree Nation

December 9, 2016 in God's Lake First Nation and God's Lake Narrows

The Purpose of the Round 4 meetings was to:

- Provide an overview of the proposed P6 All-Season Road project
- Inform the community of the overall EIA process
- Discuss how the proposed road alignment has evolved based on feed-back to avoid community sensitive areas
- Dialogue with the community about which Valued Components should be the focus of the EIA process

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WHAT WE HEARD DURING ROUND 4 MEETINGS

During these meetings, the communities shared the following with the Manitoba Infrastructure Team









- Communities have an interest in how the Traditional Knowledge collected will be used especially given that the East Side Road Authority is now Manitoba Infrastructure
- Economic opportunities are important to the communities and Aboriginal people
- The Environmental Assessment process for Project P6 feels rushed
- The communities are concerned about the price of goods and cost of living
- The P5 All-Season Road to Provincial Road 373 is long overdue
- The process to construct All-Season Roads is taking a long time
- All-Season Roads are needed because of global warming and the limited amount of time winter roads are open
- Youth in the communities need to be more involved in the Project
- Wildlife Valued Components (VCs) should include fox, mink, wolverines and fisher. Wolves and beaver (which are VCs) are important to the communities
- Magill Creek is important for fishing and hunting. There are lots of geese, ducks and moose in the area. Less ducks are seen now but geese are about the same in numbers. There are less mallards but ring-necked ducks are present in about the same numbers
- Ice/snow conditions make it dangerous to be on the land in the spring
- There's a small window to get out on the land
- Geese, moose and caribou are hunted
- There are lots of wolves in the area but the amount of moose are decreasing
- Traplines and traps need to be respected during construction

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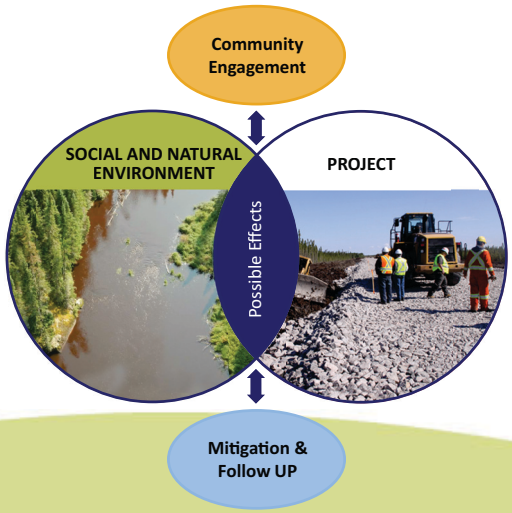
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

An EIA is a process to predict environmental effects of proposed projects before they are carried out

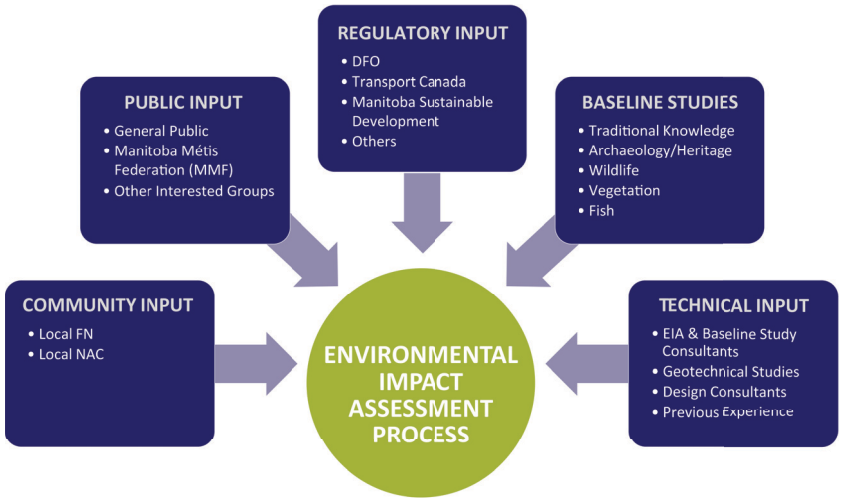
As a planning and decision-making tool, an EIA aims to minimize or avoid negative environmental effects before they occur, and incorporate environmental factors into the decision making process. EIA's;

- Identify potential effects of a project
- Propose measures to mitigate those effects
- Predict whether effects will remain after mitigation is implemented
- Follow up to verify anticipated effects and effectiveness of mitigation

An EIA involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement, and mitigation and follow up on possible effects.



The EIA involves a wide variety of inputs from a diverse range of sources, including input from community & stakeholders in the immediate project area, the general public and other stakeholders groups, regulatory agencies, baseline studies, technical input from consultants, and previous project experience.



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MITIGATION

Mitigation measures are actions that can be done to reduce or avoid the effects that a project could have on the environment

In terms of mitigating potential impacts, the environmental impact assessment uses a variety of actions. In order of preference, these actions include:

AVOID
- **AVOIDING** the effect altogether (most preferred)

MINIMIZE
- **MINIMIZING** effects by limiting the degree or magnitude of the action and its implementation

RESTORE
- **RESTORING** by applying rehabilitation techniques after the effect may have occurred, such as revegetation of disturbed areas

REDUCE OR ELIMINATE
- **REDUCING OR ELIMINATING** the potential effect over time by preservation and maintenance operations

OFFSET
- **OFFSETING** potential effects through measures such as offsite habitat creation

MONITOR
- **MONITORING** the project over time to identify and reduce potential effects

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Manitoba Infrastructure

MOOSE

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION	 • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
ACCIDENTAL MOOSE-VEHICLE COLLISIONS	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
	 • Road design: improved sightlines, reduced speed, and signage on road
INCREASED ACCESS TO RESOURCE AREAS	 • Block temporary access roads after construction

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Manitoba Infrastructure

CARIBOU

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION	 • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
ACCIDENTAL CARIBOU-VEHICLE COLLISIONS	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Limit blasting during calving season in sensitive areas
INCREASED ACCESS TO RESOURCE AREAS	 • Road design: improved sightlines, reduced speed, and signage on road
	 • Block temporary access roads after construction

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FURBEARERS

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
CHANGE IN HABITAT		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
DISTURBANCE FROM CONSTRUCTION		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
INCREASED ACCESS TO RESOURCE AREAS		• Block temporary access roads after construction

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BIRDS

POSSIBLE CHANGES (EFFECTS)		MITIGATION IDEAS
CHANGE IN HABITAT		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
DISTURBANCE AND DISPLACEMENT FROM NOISE		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
DISTURBANCE OF EXISTING NESTS		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
INCREASED ACCESS TO RESOURCE AREAS		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

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VEGETATION

POSSIBLE CHANGES (EFFECTS)

- REMOVAL OF TREES AND SHRUBS IN CONSTRUCTION AREAS
- LOSS OF SPECIES OF CONCERN AND HABITAT FROM CLEARING ACTIVITIES
- SPREAD OF INVASIVE AND NON-NATIVE SPECIES
- CHANGE IN WETLAND SUBSURFACE WATER FLOW
- INCREASED ACCESS TO RESOURCE AREAS

MITIGATION IDEAS



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area



- Survey for species of concern



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species



- Maintain subsurface waterflow



- Block access roads after construction

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FISH, REPTILES AND AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)

- HABITAT LOSS OR CHANGE IN PRODUCTIVITY
- CHANGE IN WATER QUALITY FROM SEDIMENT
- IMPROVED ACCESS TO WATERWAYS
- BLOCKED MOVEMENTS
- CHANGES IN WATER FLOWS
- HARM FROM ACCIDENTAL SPILLS
- INTRODUCTION OF NON-NATIVE SPECIES FROM EQUIPMENT

MITIGATION IDEAS



- Avoid critical reproduction period and locations
- No work below the high water mark in spring



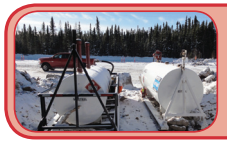
- Clear in winter and limit clearing near water-courses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

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HERITAGE & CULTURAL SITES

POSSIBLE CHANGES (EFFECTS)

- LOSS OR DISTURBANCE TO HERITAGE SITES AND OBJECTS
- DISTURBANCE TO CULTURAL (SACRED) SITES
- DISTURBANCE TO COMMUNITY USE SITES

MITIGATION IDEAS



- Avoid known heritage sites or recover artefacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road road during construction



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



- Block temporary access roads after construction

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TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)		MITIGATION IDEAS
LOSS OF TRADITIONALLY USED PLANTS FROM CLEARING		• Map important traditional use areas for project planning and design (routing and set backs)
CHANGE TO MOOSE/CARIBOU DISTRIBUTION AFFECTING HUNTING		• Protect moose and caribou *(see boards)*
		• Protect furbearers *(see boards)*
CHANGE TO FURBEARER DISTRIBUTION AFFECTING TRAPPING		• Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
		• Protect fish, reptiles, amphibians *(see boards)*
CHANGE IN FISHERY HARVEST AND COLLECTION OF AQUATIC PLANTS AND FISH EGGS		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
		• Block temporary access roads after construction

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Annex A3-4:
Display Boards – Winnipeg Public Open House No.1

WELCOME!

to the East Side Transportation Initiative

PUBLIC OPEN HOUSE






PROJECT 6 ALL-SEASON ROAD
LINKING MANTO SIPI CREE NATION,
BUNIBONIBEE CREE NATION & GOD'S LAKE FIRST NATION

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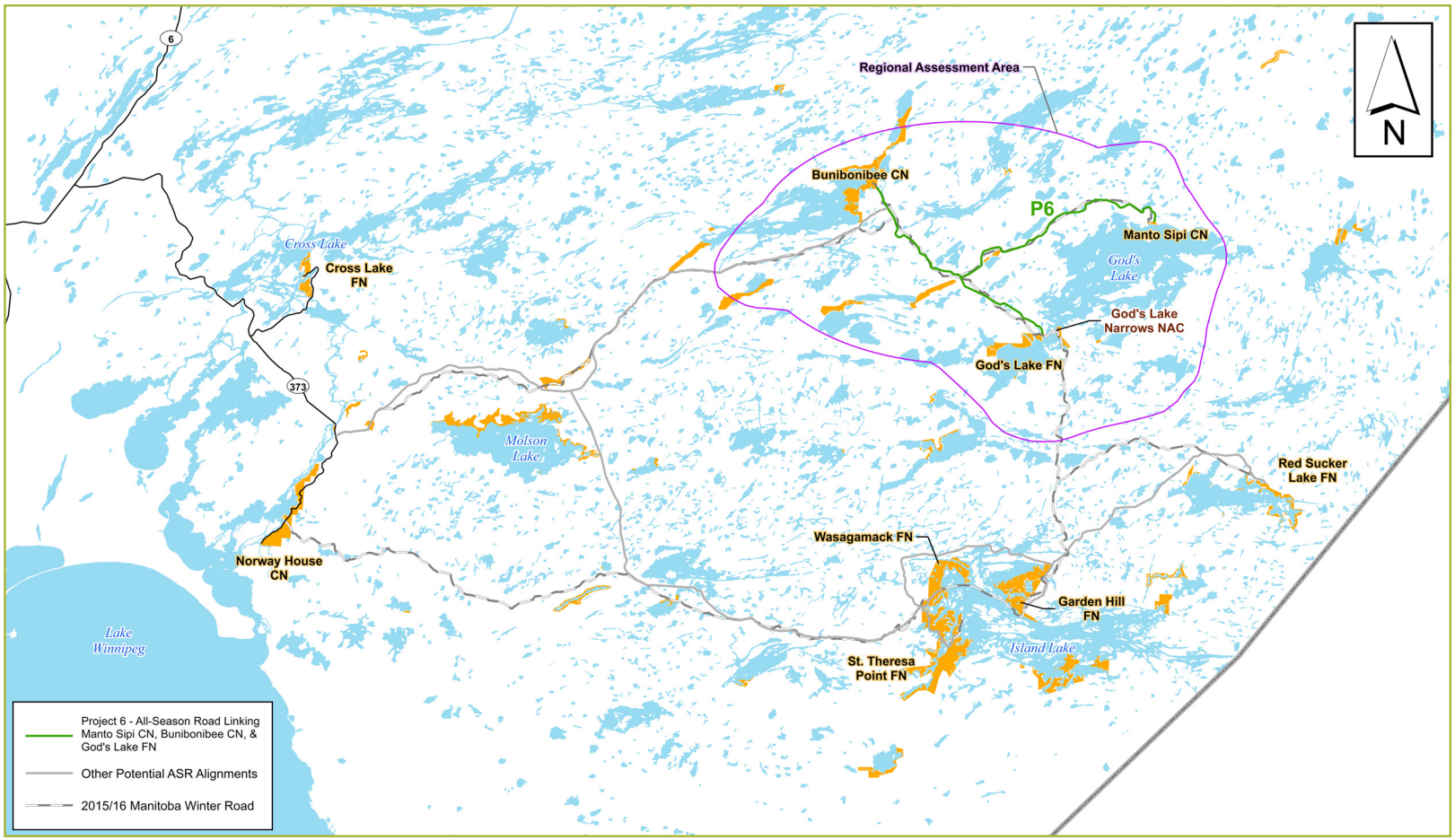
CONSULTING ENGINEERS

EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS



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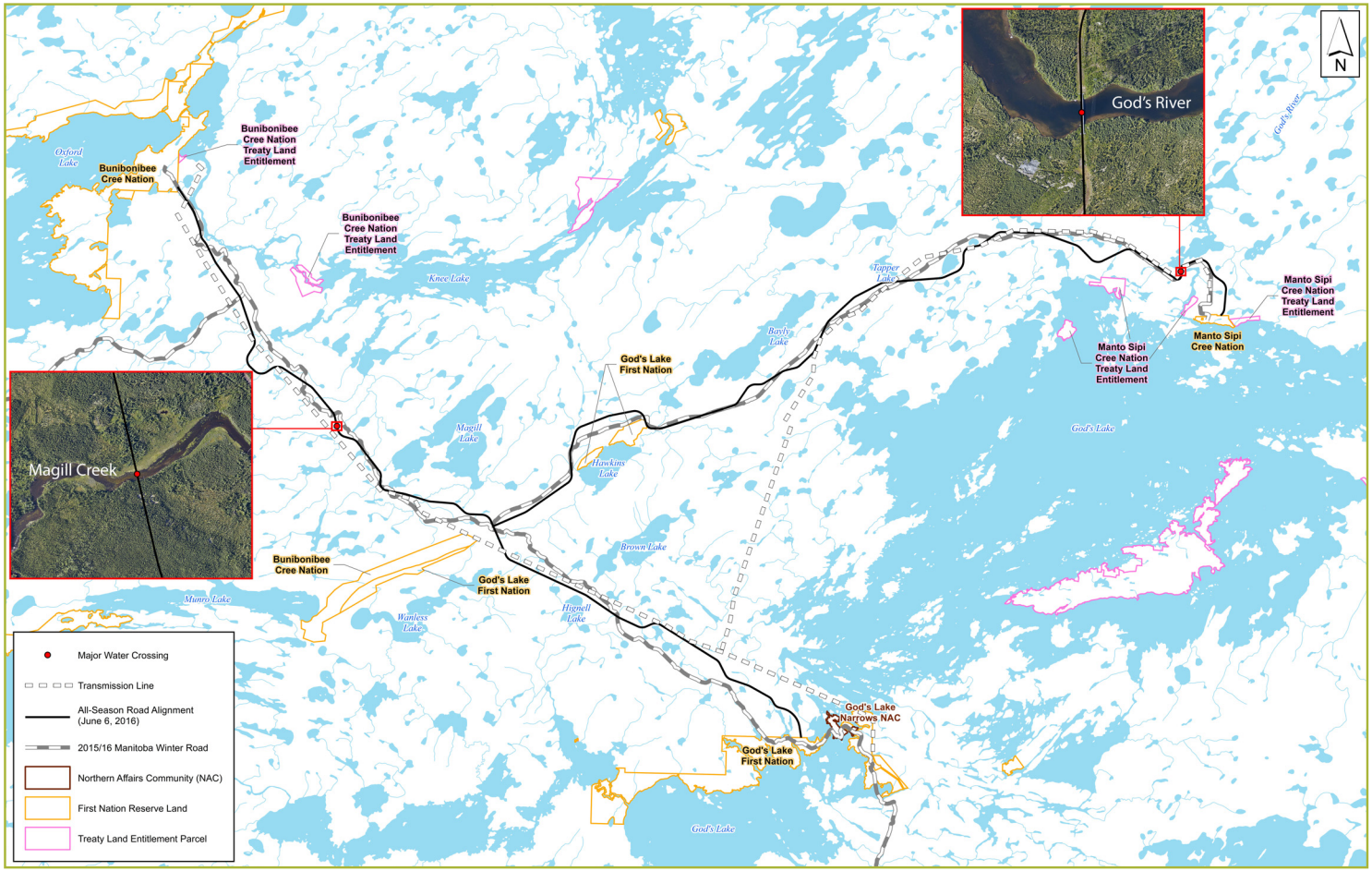
MAJOR WATER CROSSINGS



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ALL-SEASON ROAD CONSTRUCTION STEPS

ASR PLANNING AND DESIGN

Traditional Knowledge



Sensitive Site Identification



Soil Studies



Community and Stakeholder Meetings



Environmental Studies / Approvals



CONSTRUCTION

Right of Way Clearing



Aggregate Production and Quarries, Establishment of Borrow Pits



Grading and Gravelling



Culvert Installation and Equalization



Bridge Construction and Installation



Re-Vegetation and Erosion Control



MAINTENANCE

Mowing



Mechanical Brushing



Washout Repair



Drainage Preservation



Snow Plowing



Sanding, Spreading Ice and Dust Control



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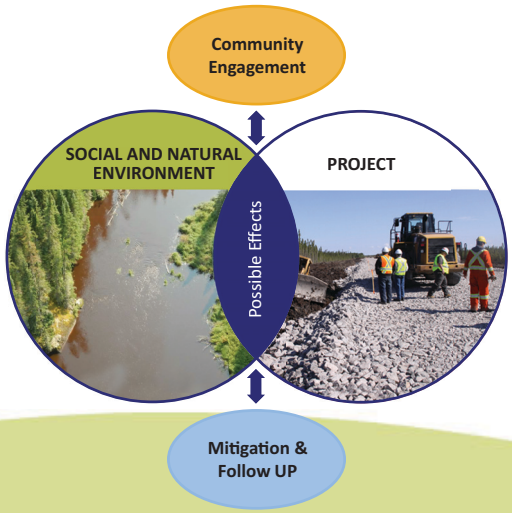
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

An EIA is a process to predict environmental effects of proposed projects before they are carried out

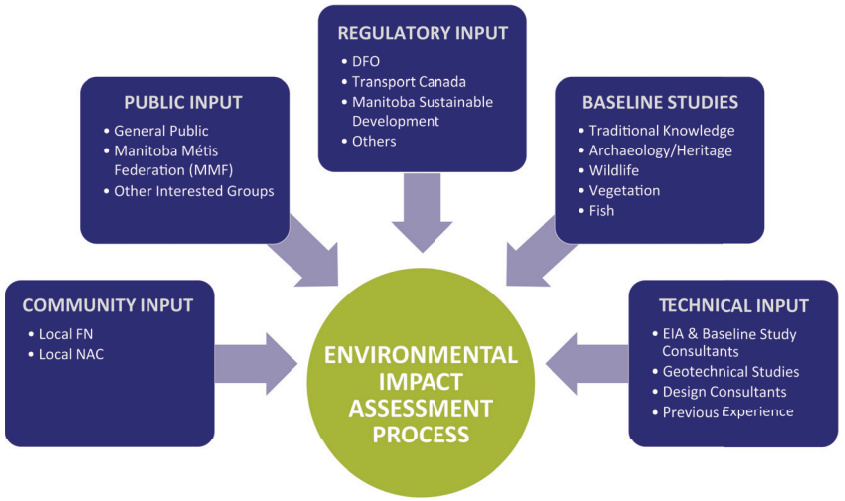
As a planning and decision-making tool, an EIA aims to minimize or avoid negative environmental effects before they occur, and incorporate environmental factors into the decision making process. EIA's;

- Identify potential effects of a project
- Propose measures to mitigate those effects
- Predict whether effects will remain after mitigation is implemented
- Follow up to verify anticipated effects and effectiveness of mitigation

An EIA involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement, and mitigation and follow up on possible effects.



The EIA involves a wide variety of inputs from a diverse range of sources, including input from community & stakeholders in the immediate project area, the general public and other stakeholders groups, regulatory agencies, baseline studies, technical input from consultants, and previous project experience.



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MITIGATION

Mitigation measures are actions that can be done to reduce or avoid the effects that a project could have on the environment

In terms of mitigating potential impacts, the environmental impact assessment uses a variety of actions. In order of preference, these actions include:

AVOID	• **AVOIDING** the effect altogether (most preferred)
MINIMIZE	• **MINIMIZING** effects by limiting the degree or magnitude of the action and its implementation
RESTORE	• **RESTORING** by applying rehabilitation techniques after the effect may have occurred, such as revegetation of disturbed areas
REDUCE OR ELIMINATE	• **REDUCING OR ELIMINATING** the potential effect over time by preservation and maintenance operations
OFFSET	• **OFFSETING** potential effects through measures such as offsite habitat creation
MONITOR	• **MONITORING** the project over time to identify and reduce potential effects

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WILDLIFE STUDIES



AERIAL SURVEYS

- Determine wildlife number, locations, and unique areas
- Moose Surveys
  - 2,430 km^2 surveyed
  - February 18-19, 2016
  - 63 total moose observed
- Multi-Species Surveys - (caribou, moose, furbearers)
  - Track and animal observations
  - 5,200 km^2 surveyed
  - February 20-21, 2016



AUTONOMOUS RECORDING UNITS (ARUs)

- 20 ARUs deployed,
- March-September 2016
  - 19 species recorded - raven, woodpecker, snipe common in March/April
  - Geese, ducks and frogs common in May



TRAIL CAMERA

- 55 cameras deployed
- March 2016-present
  - Moose, bear, and furbearers commonly photographed



BREEDING BIRD ATLAS SURVEYS (2014-2015)

- 64 species observed - mostly songbirds
- No rare species

- Local wildlife knowledge in 2016 gained through community field participants and wildlife workshop

- Proposed work (winter 2016/17)
  - Aerial Moose Survey
  - Trail Camera
  - Trapper Participation
  - Caribou and Wolf GPS Collaring

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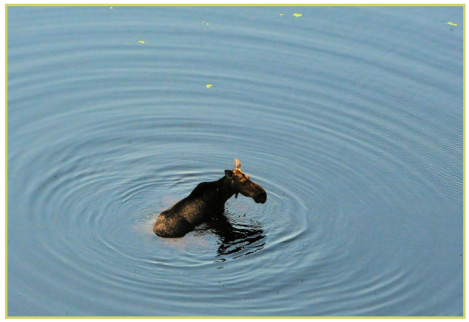
WILDLIFE VALUED COMPONENTS

The project area includes animal species that are important to local community cultural, traditional, economic activities and values



BIG GAME

- Caribou
- Moose



FUR-BEARING SPECIES

- Marten
- Beaver
- Lynx
- Wolves



BIRDS

- Raptors/birds of prey (eagles, osprey, hawks, owls)
- Waterfowl (geese, ducks)
- Migratory birds (e.g. songbirds)
- Game birds (grouse, partridge)

WHAT IS IMPORTANT TO YOU?

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MOOSE/CARIBOU

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
CHANGE IN HABITAT		• Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION		• Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
		• Road design: improved sightlines, reduced speed, and signage on road
INCREASED ACCESS TO RESOURCE AREAS		• Block temporary access roads after construction

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FURBEARERS

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
CHANGE IN HABITAT	• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species	
DISTURBANCE FROM CONSTRUCTION	• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants	
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS	• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers	
INCREASED ACCESS TO RESOURCE AREAS	• Block temporary access roads after construction	

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BIRDS

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
CHANGE IN HABITAT	• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge	
DISTURBANCE AND DISPLACEMENT FROM NOISE	• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period	
DISTURBANCE OF EXISTING NESTS	• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests	
INCREASED ACCESS TO RESOURCE AREAS	• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way	

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VEGETATION STUDIES



OBJECTIVE

Provide an understanding of the baseline vegetation conditions

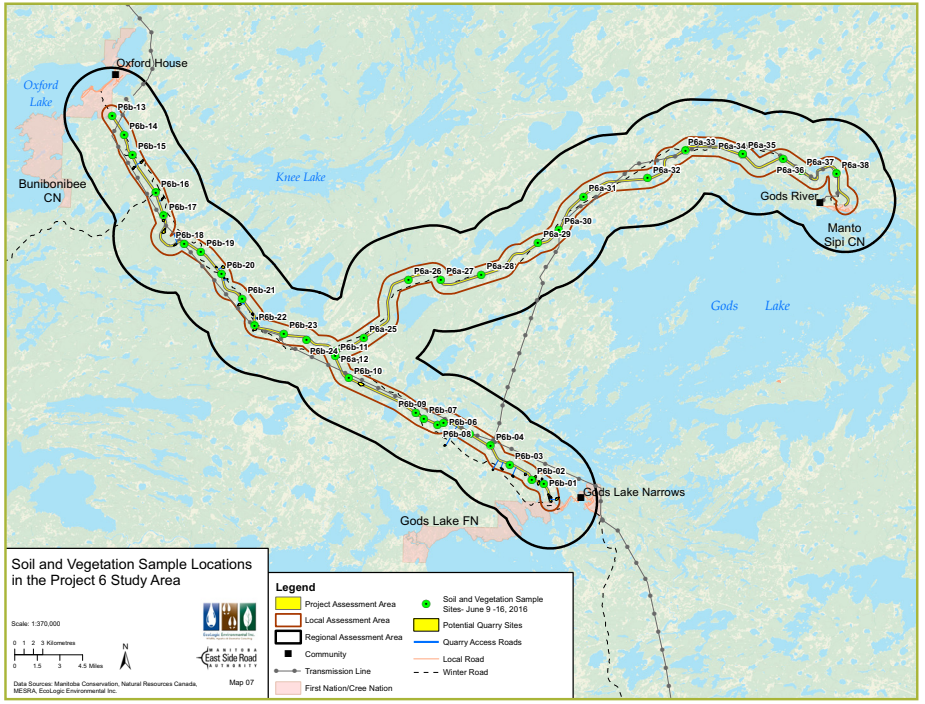
- Existing information included
  - Fire History
  - Land Cover
  - Wetlands
  - Flora
  - Species of concern
  - Culturally important species
- Field studies conducted June 9 to 16, 2016



bog cranberry

FIELD INFORMATION COLLECTED

- Vegetation and soil
- Forest conditions – tree ages and heights
- Local flora – 143 species observed
- No species of concern observed
- 3 uncommon species observed
- Traditional species - saskatoon, strawberries, mossberries, blue-berries, cranberries, Labrador tea



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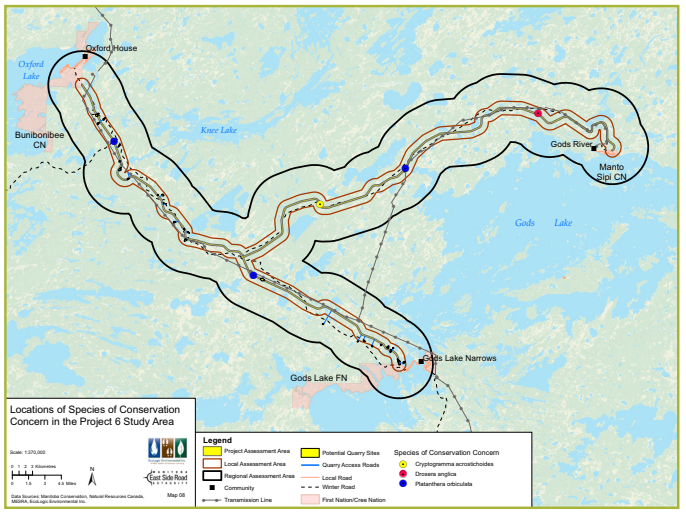
VEGETATION VALUED COMPONENTS



sundew

- Plant species of conservation concern which includes species listed by
  - Schedule 1 of the *Species at Risk Act*
  - Committee on the Status of Endangered Wildlife in Canada
  - *The Endangered Species and Ecosystems Act* - Manitoba
  - Manitoba Conservation Data Centre (very rare to rare)





Labrador tea

- Key communitiy harvest areas for plant species important to the community and valued for food, ceremonies, income or medicinal purposes

WHAT IS IMPORTANT TO YOU?

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VEGETATION

POSSIBLE CHANGES (EFFECTS)

- REMOVAL OF TREES AND SHRUBS IN CONSTRUCTION AREAS
- LOSS OF SPECIES OF CONCERN AND HABITAT FROM CLEARING ACTIVITIES
- SPREAD OF INVASIVE AND NON-NATIVE SPECIES
- CHANGE IN WETLAND SUBSURFACE WATER FLOW
- INCREASED ACCESS TO RESOURCE AREAS

MITIGATION IDEAS



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area



- Survey for species of concern



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species



- Maintain subsurface waterflow



- Block access roads after construction

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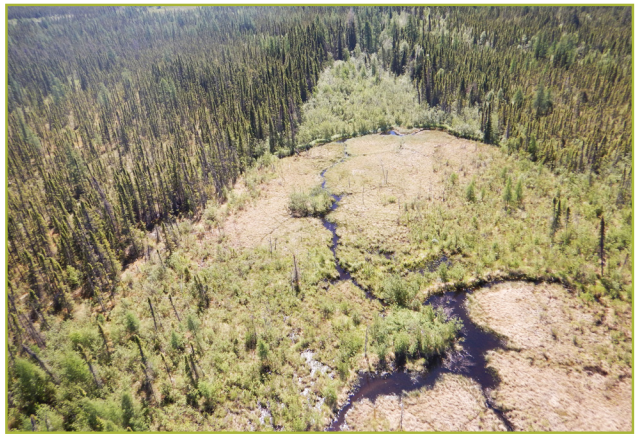
AQUATIC STUDIES



example of no fish habitat wetland stream



example of marginal fish habitat stream



example of important fish habitat stream, Magill Creek

- 54 stream crossings on the P6 alignment
  - 2 bridge crossings: Magill Creek and God's River
  - 52 culvert crossings

- Fish habitat assessments conducted June 14-22, 2016
  - 11 species of fish captured during surveys
  - No fish habitat at 29 crossing sites
  - Marginal fish habitat at 18 crossing sites
  - Important fish habitat at 7 crossing sites

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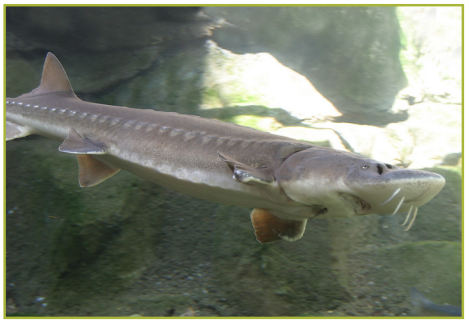
AQUATIC VALUED COMPONENTS



FISH HABITAT

- Supports fish of imporance for local community, cultural, traditional, and economic activities and values
- Protected under *Fisheries Act*



AQUATIC SPECIES AT RISK

- Lake sturgeon is designated as Endangered and is present in God's River, Hayes River and God's Lake



FISH

- Integral part of aquatic ecosystem
- Of particular value to local communities
- Protected under *Fisheries Act*
- Includes all species (harvested and others that support the fisheries)

WHAT IS IMPORTANT TO YOU?

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FISH, REPTILES AND AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)

- HABITAT LOSS OR CHANGE IN PRODUCTIVITY
- CHANGE IN WATER QUALITY FROM SEDIMENT
- IMPROVED ACCESS TO WATERWAYS
- BLOCKED MOVEMENTS
- CHANGES IN WATER FLOWS
- HARM FROM ACCIDENTAL SPILLS
- INTRODUCTION OF NON-NATIVE SPECIES FROM EQUIPMENT

MITIGATION IDEAS



- Avoid critical reproduction period and locations
- No work below the high water mark in spring



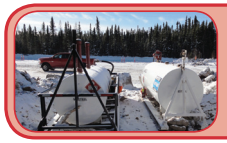
- Clear in winter and limit clearing near water-courses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

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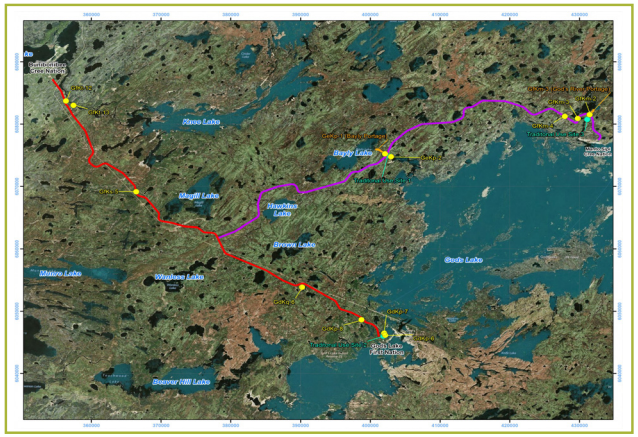
HERITAGE RESOURCES IMPACT ASSESSMENT (HRIA)



Thomas MacKay digging a shovel test



map of archaeological traditional use sites



Magill Creek Quartz Quarry (Geks-5)

- 77 target locations assessed visually and through subsurface inspection, July 2016
  - Locations with high to moderate potential for heritage resources
  - Heritage potential based on proximity to
    - Water and other resources
    - Cultural features (travel routes)
    - Observable land forms

- 12 new archaeological sites & 3 traditional use sites found
  - 7 lithic scatters, 2 portages, 2 lithic quarries and 1 isolated find

- 316 shovel tests, excavations found
  - 146 lithic artifacts (including 10 stone tools)
  - 3 fragments of bone

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CULTURAL VALUED COMPONENTS

The land provides fresh water, healthy food, and clean air. Communities depend on the land for their cultural and physical health



fishing, trapping and hunting



harvesting of edible, medicinal, and cultural plants



cultural and archaeological sites
community health and well-being

WHAT IS IMPORTANT TO YOU?

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HERITAGE & CULTURAL SITES

POSSIBLE CHANGES (EFFECTS)

- LOSS OR DISTURBANCE TO HERITAGE SITES AND OBJECTS
- DISTURBANCE TO CULTURAL (SACRED) SITES
- DISTURBANCE TO COMMUNITY USE SITES

MITIGATION IDEAS



- Avoid known heritage sites or recover artefacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road road during construction



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



- Block temporary access roads after construction

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TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS	
LOSS OF TRADITIONALLY USED PLANTS FROM CLEARING		• Map important traditional use areas for project planning and design (routing and set backs)
CHANGE TO MOOSE/CARIBOU DISTRIBUTION AFFECTING HUNTING		• Protect moose and caribou *(see boards)*
		• Protect furbearers *(see boards)*
CHANGE TO FURBEARER DISTRIBUTION AFFECTING TRAPPING		• Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
		• Protect fish, reptiles, amphibians *(see boards)*
CHANGE IN FISHERY HARVEST AND COLLECTION OF AQUATIC PLANTS AND FISH EGGS		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
		• Block temporary access roads after construction

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Annex A3-5:

Presentation – Bunibonibee Cree Nation Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation

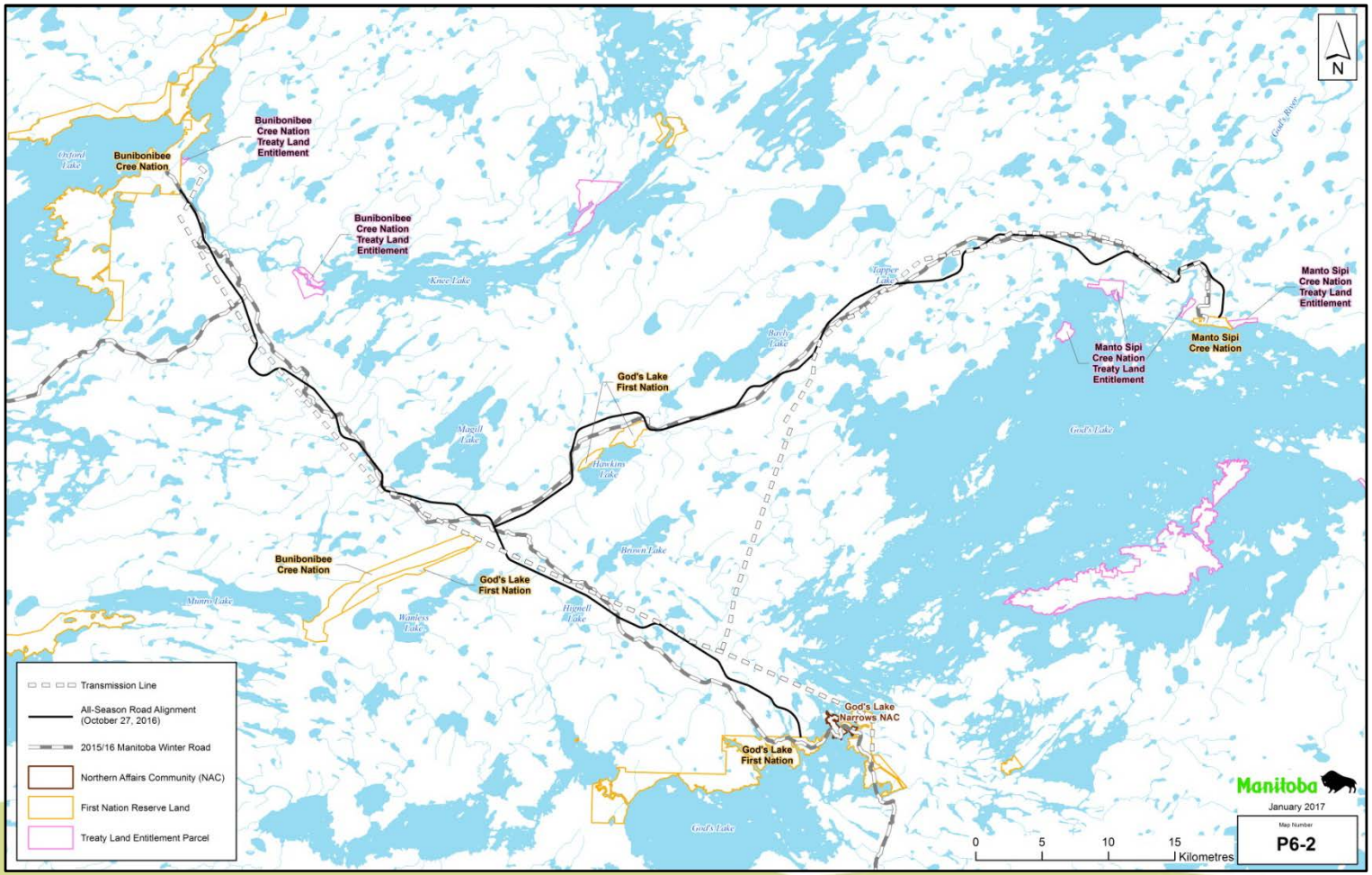
Possible Effects and Mitigation (Round 5) - Presentation to Bunibonibee Cree Nation
March 15, 2017

Manitoba

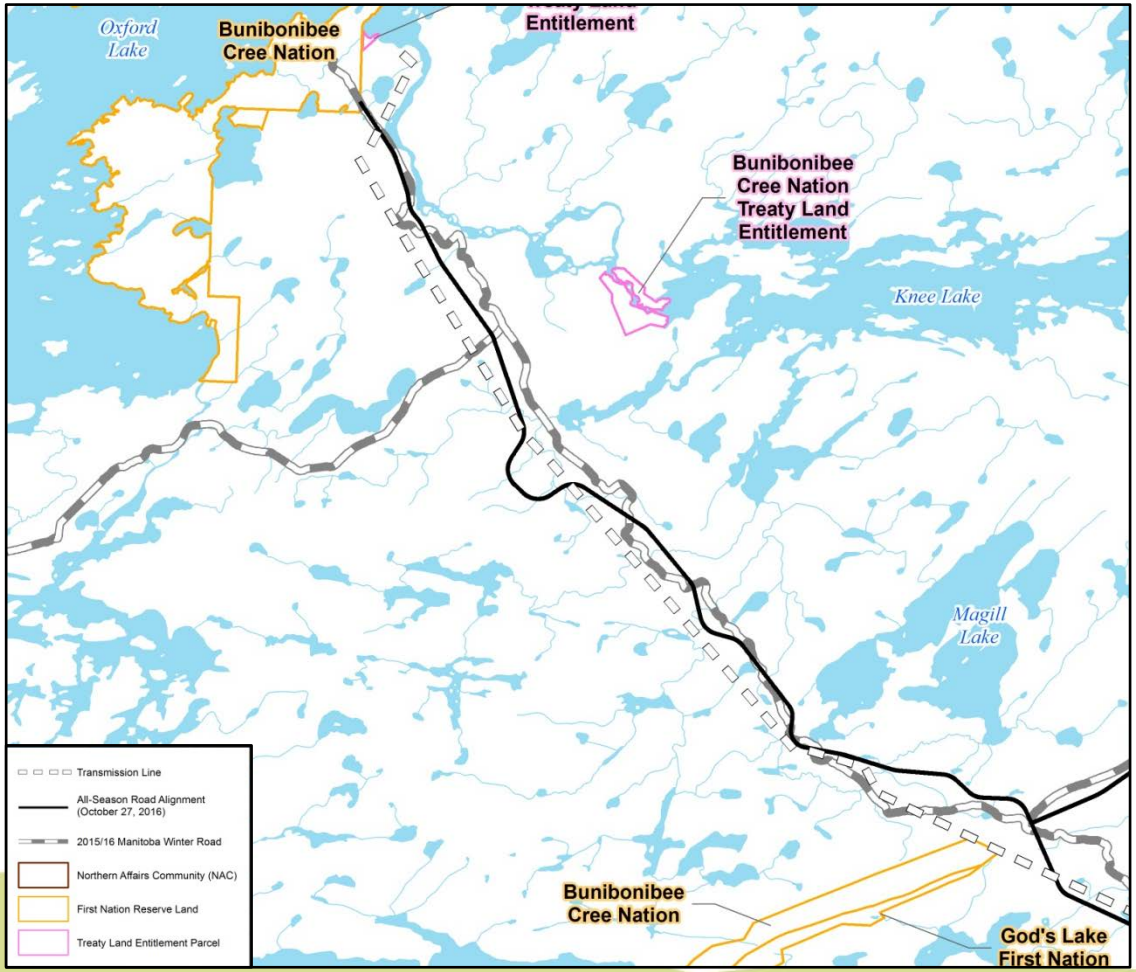
Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Discuss the last meeting
- Discuss potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Impact Assessment (EIA) and addressed in the project design

Project P6 – All-Season Road



Project P6 – All-Season Road



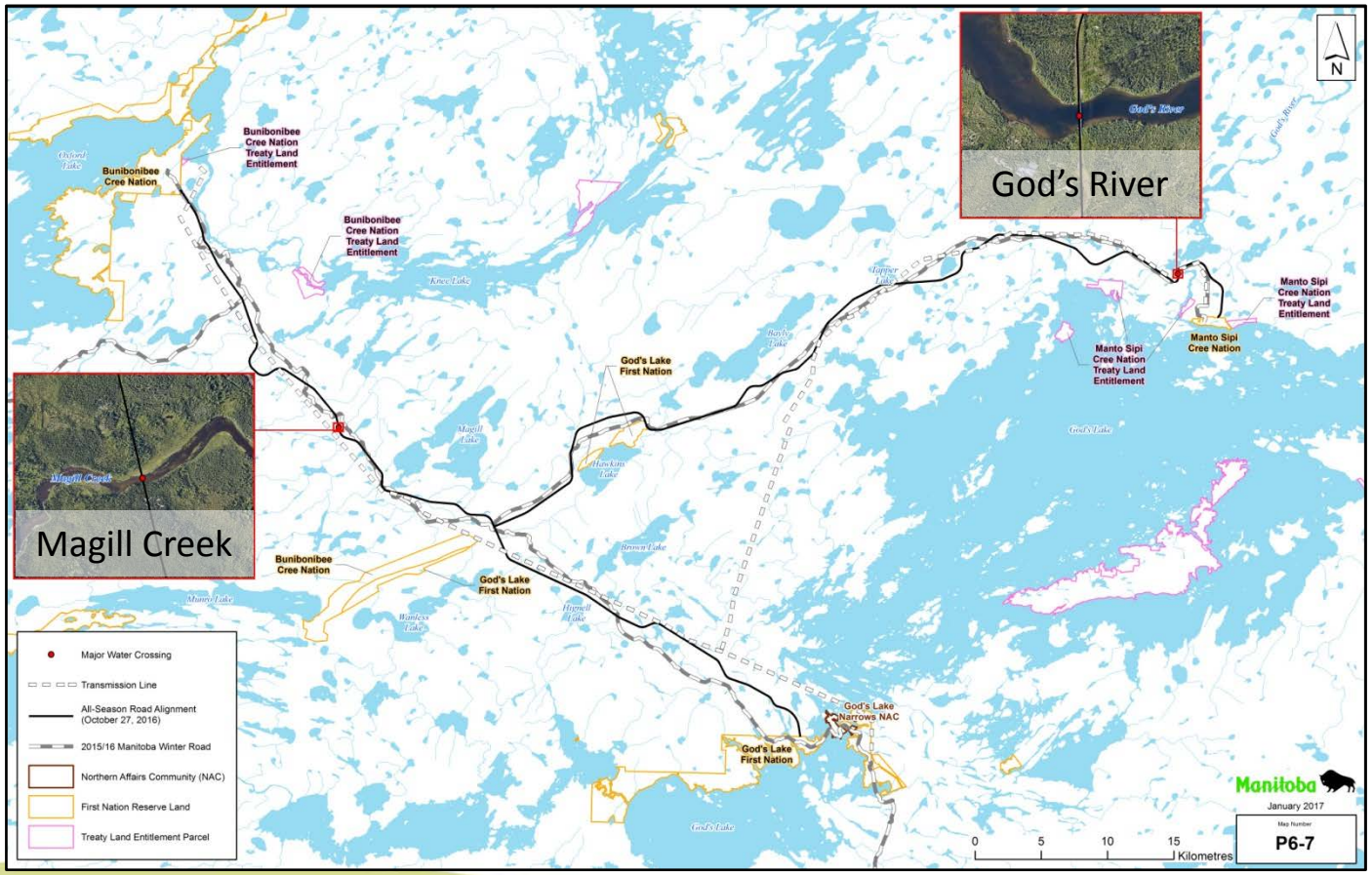
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 52 minor crossings or drainage equalization culverts





Major Water Crossings



Prior Community Discussions

- Since 2009, meetings have been held with Bunibonibee to discuss the project and select the best road location (Previous to the EIA)
  - Community Meetings
    - February 17, 2016
    - September 27, 2012
    - June 11, 2010
    - July 13, 2009
  - Meetings with Chief and Council
    - November 1, 2016
    - May 18, 2010





Prior Community Discussions

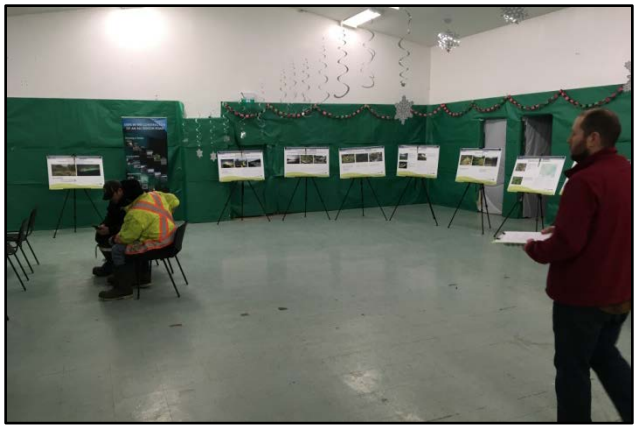
  - Traditional Knowledge (TK) Studies, Workshops and Interviews
    - February 17 & March 29 to April 4, 2016
    - February 3, 2016
    - July 13, 2009
- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input
- Specifically for the EIA the first meeting (Round 4) was held on December 8, 2016

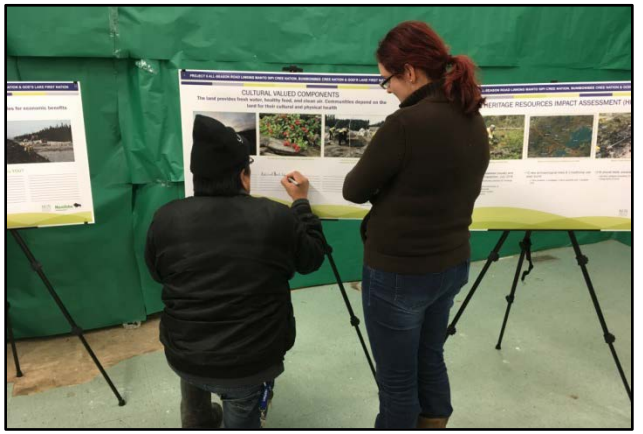




Round 4 Meeting

- Was held on December 8, 2016
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Inform the community of the overall Environmental Impact Assessment (EIA) process
  - Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
  - Dialogue with the community about which Valued Components should be the focus of the EIA process

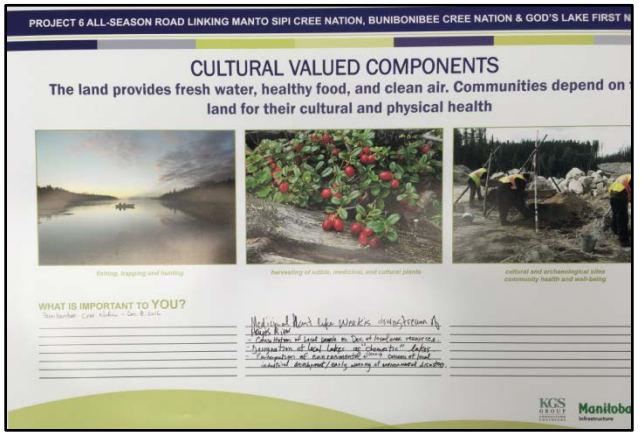




Summary of What We Heard – Round 4 Meeting

- What we heard from you:
  - Communities have an interest in how the Traditional Knowledge collected will be used especially given that the East Side Road Authority is now Manitoba Infrastructure.
  - Economic opportunities are important to the communities and Aboriginal people.
  - The Environmental Assessment process for Project P6 feels rushed.
  - The communities are concerned about the price of goods and cost of living.
  - The P5 All-Season Road to Provincial Road 373 is long overdue.
  - The process to construct All-Season Roads is taking a long time.
  - All-Season Roads are needed because of global warming and the limited amount of time winter roads are open.
  - Youth in the communities need to be more involved in the Project.

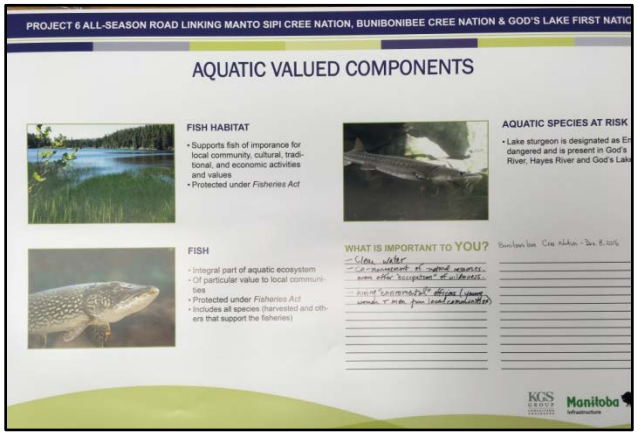




Summary of What We Heard – Round 4 Meeting

- What we heard from you (continued):
  - Wildlife Valued Components (VCs) should include fox, mink, wolverines and fisher. Wolves and beaver (which are VCs) are important to the communities.
  - Magill Creek is important for fishing and hunting.
  - There are lots of geese, ducks and moose in the area. Less ducks are seen now but geese are about the same in numbers. There are less mallards but ring-necked ducks are present in about the same numbers.
  - Ice/snow conditions make it dangerous to be on the land in the spring.
  - There's a small window to get out on the land.
  - Geese, moose and caribou are hunted.
  - There are lots of wolves in the area but the amount of moose are decreasing.
  - Traplines and traps need to be respected during construction.

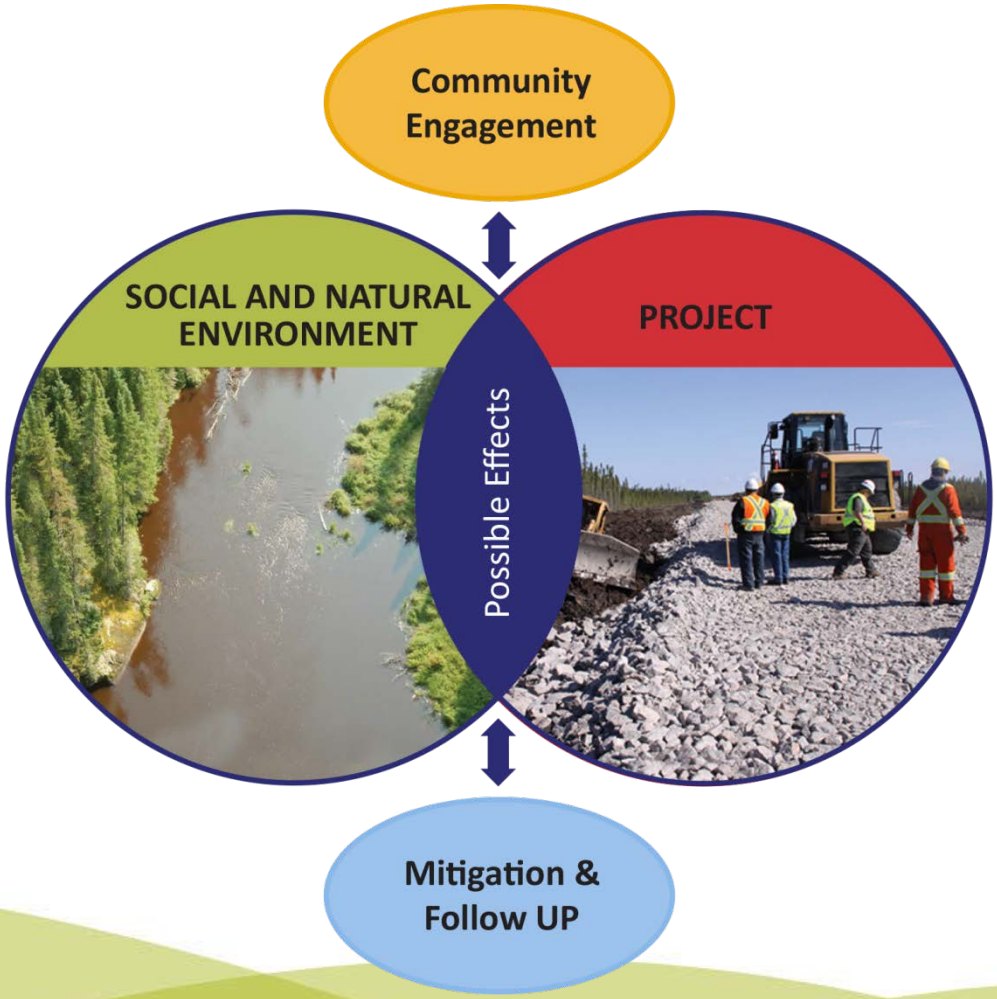




What Is Environmental Impact Assessment





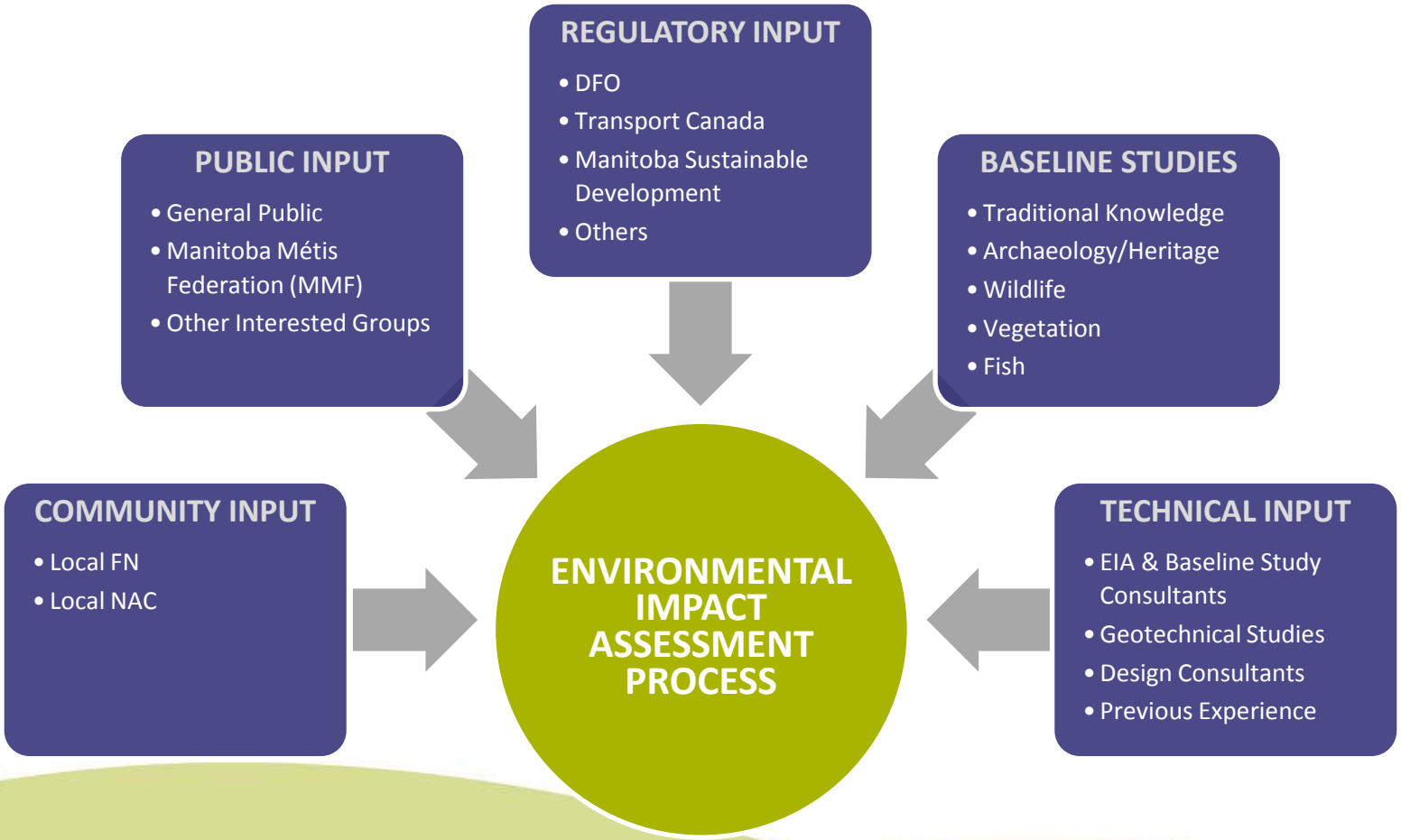


Baseline Data



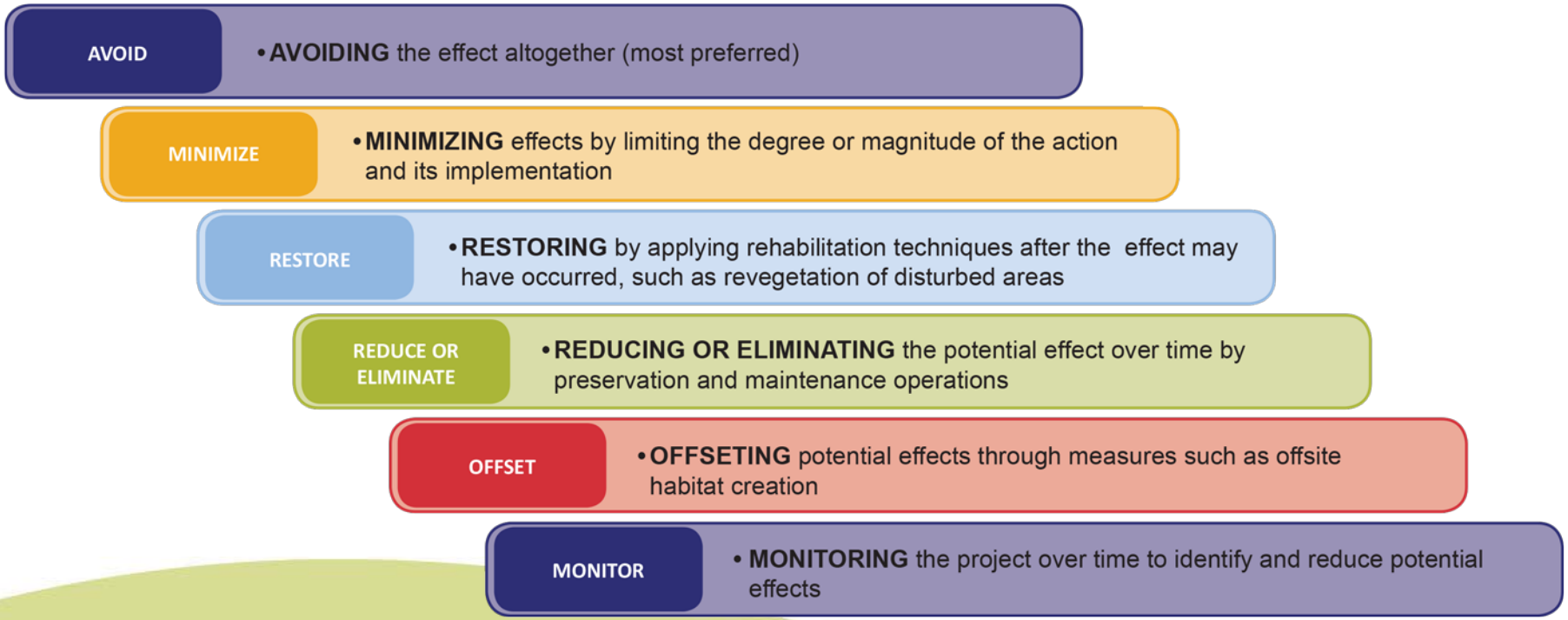
- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Impact Assessment
- Used to assist in project design and construction

Inputs Into The EIA Process



How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment.



Potential Effects
Moose

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION	 • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
ACCIDENTAL MOOSE-VEHICLE COLLISIONS	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
INCREASED ACCESS TO RESOURCE AREAS	 • Road design: improved sightlines, reduced speed, and signage on road
	 • Block temporary access roads after construction

Potential Effects Caribou

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION	 • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
ACCIDENTAL CARIBOU-VEHICLE COLLISIONS	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Limit blasting during calving season in sensitive areas
INCREASED ACCESS TO RESOURCE AREAS	 • Road design: improved sightlines, reduced speed, and signage on road
	 • Block temporary access roads after construction

Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
DISTURBANCE FROM CONSTRUCTION	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS	 • Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
INCREASED ACCESS TO RESOURCE AREAS	 • Block temporary access roads after construction

Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
DISTURBANCE AND DISPLACEMENT FROM NOISE	 • Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
DISTURBANCE OF EXISTING NESTS	 • No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
INCREASED ACCESS TO RESOURCE AREAS	 • Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

Potential Effects Vegetation

POSSIBLE CHANGES (EFFECTS)

- REMOVAL OF TREES AND SHRUBS IN CONSTRUCTION AREAS
- LOSS OF SPECIES OF CONCERN AND HABITAT FROM CLEARING ACTIVITIES
- SPREAD OF INVASIVE AND NON-NATIVE SPECIES
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MITIGATION IDEAS



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area



- Survey for species of concern



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species



- Maintain subsurface waterflow



- Block access roads after construction

Potential Effects
Fish, Reptiles & Amphibians

POSSIBLE CHANGES (EFFECTS)

- HABITAT LOSS OR CHANGE IN PRODUCTIVITY
- CHANGE IN WATER QUALITY FROM SEDIMENT
- IMPROVED ACCESS TO WATERWAYS
- BLOCKED MOVEMENTS
- CHANGES IN WATER FLOWS
- HARM FROM ACCIDENTAL SPILLS
- INTRODUCTION OF NON-NATIVE SPECIES FROM EQUIPMENT

MITIGATION IDEAS



- Avoid critical reproduction period and locations
- No work below the high water mark in spring



- Clear in winter and limit clearing near water-courses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

Potential Effects
Heritage & Cultural Sites

POSSIBLE CHANGES (EFFECTS)

- LOSS OR DISTURBANCE TO HERITAGE SITES AND OBJECTS
- DISTURBANCE TO CULTURAL (SACRED) SITES
- DISTURBANCE TO COMMUNITY USE SITES

MITIGATION IDEAS



- Avoid known heritage sites or recover artefacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road road during construction



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



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Potential Effects
Traditional Resource Activities

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LOSS OF TRADITIONALLY USED PLANTS FROM CLEARING	 • Map important traditional use areas for project planning and design (routing and set backs)
CHANGE TO MOOSE/CARIBOU DISTRIBUTION AFFECTING HUNTING	 • Protect moose and caribou *(see boards)*
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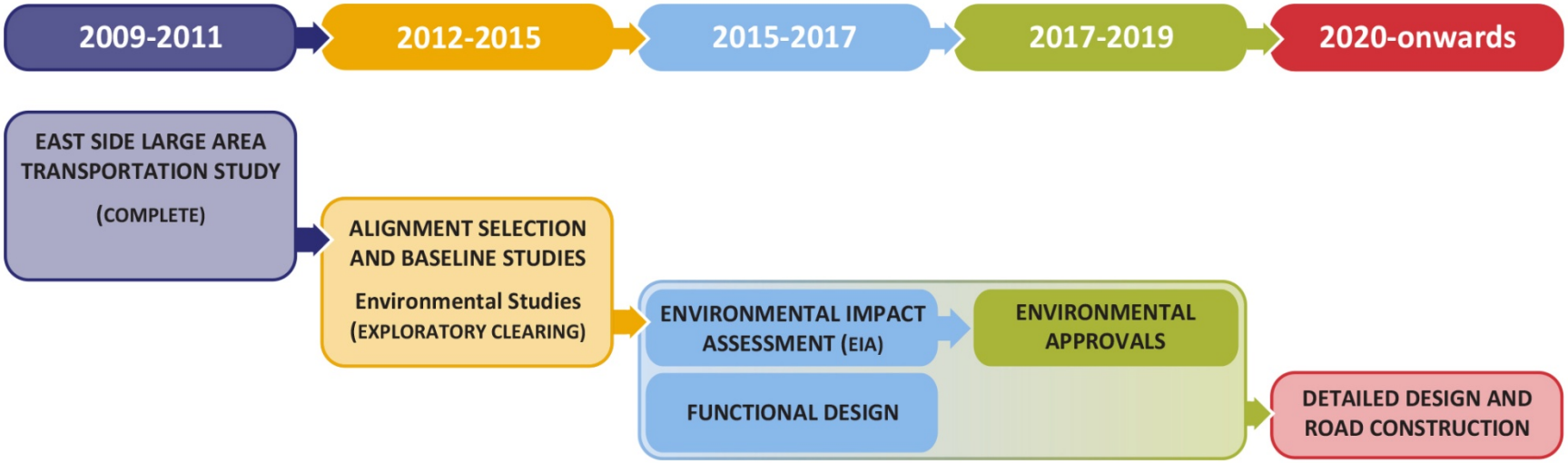
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- **Summer 2017**: To confirm findings of the environmental assessment for the P6 Project with the community


Moose


Caribou

Thank you for your participation



Contact Information:
Toll-Free 1-866-356-6355
Fax 1-204-948-2462

Manitoba

Annex A3-6:

Presentation – God's Lake First Nation Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation

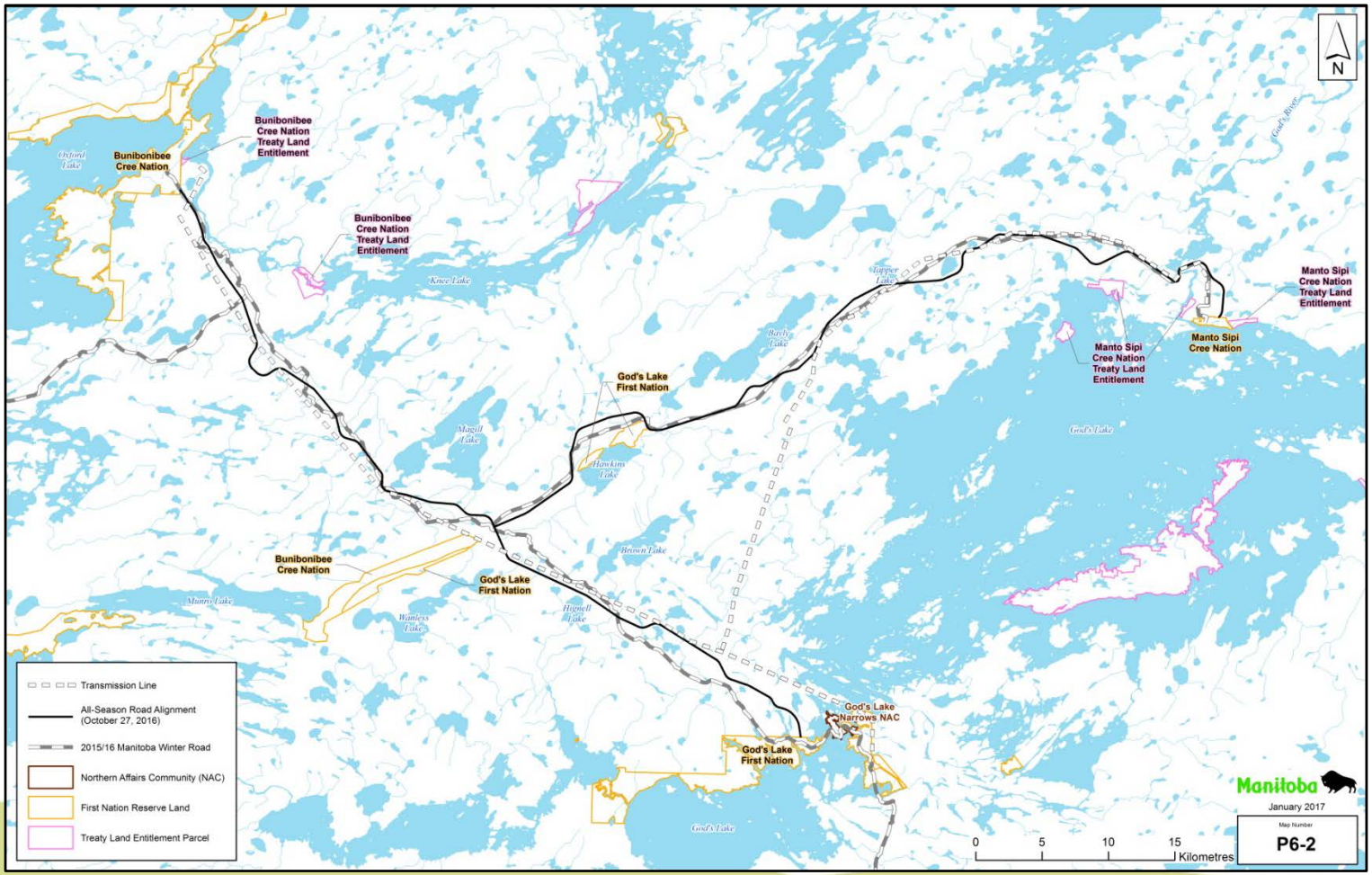
Possible Effects and Mitigation (Round 5) - Presentation to God's Lake First Nation
March 24, 2017

Manitoba

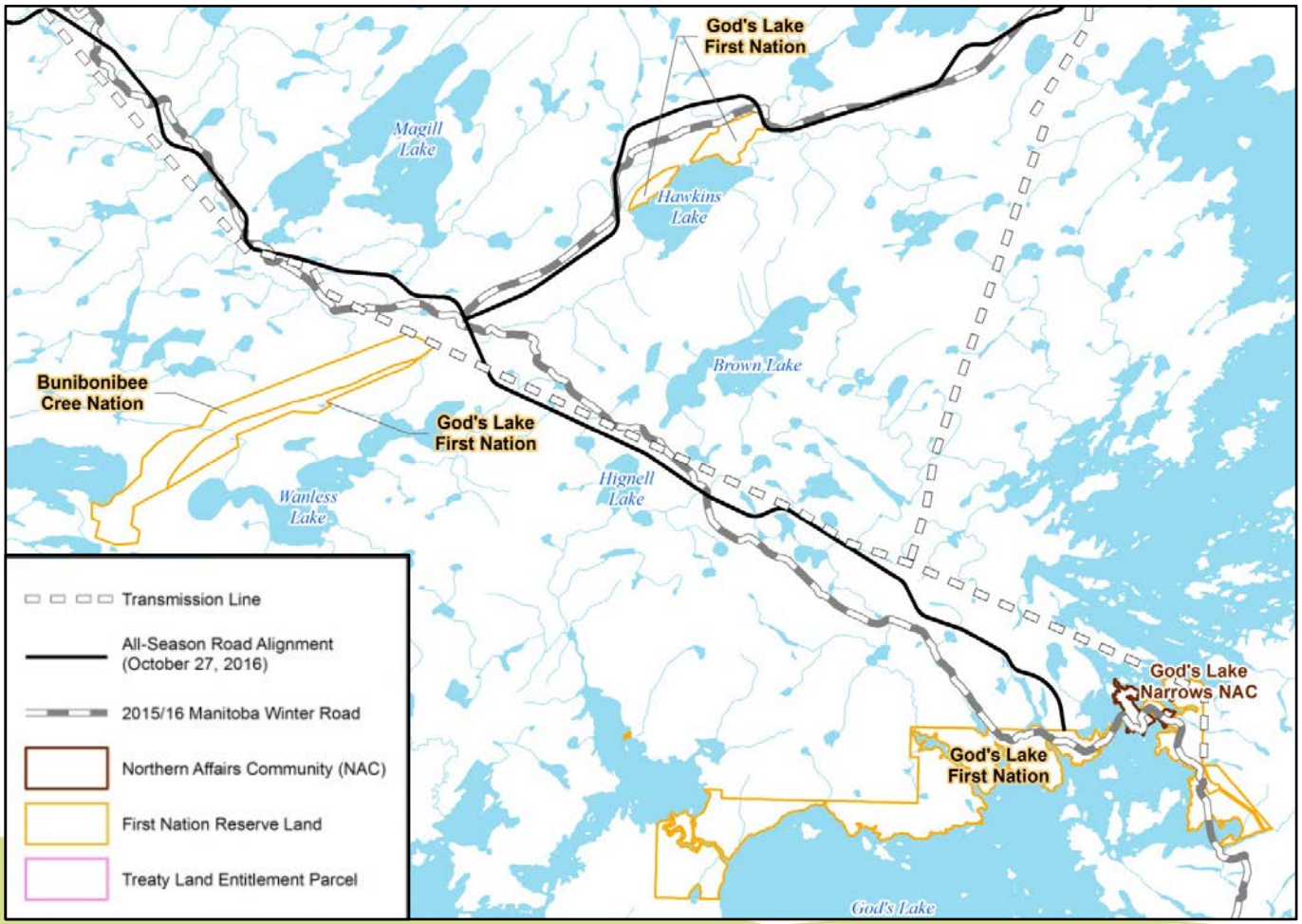
Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Discuss the last meeting
- Discuss potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Impact Assessment (EIA) and addressed in the project design

Project P6 – All-Season Road



Project P6 – All-Season Road



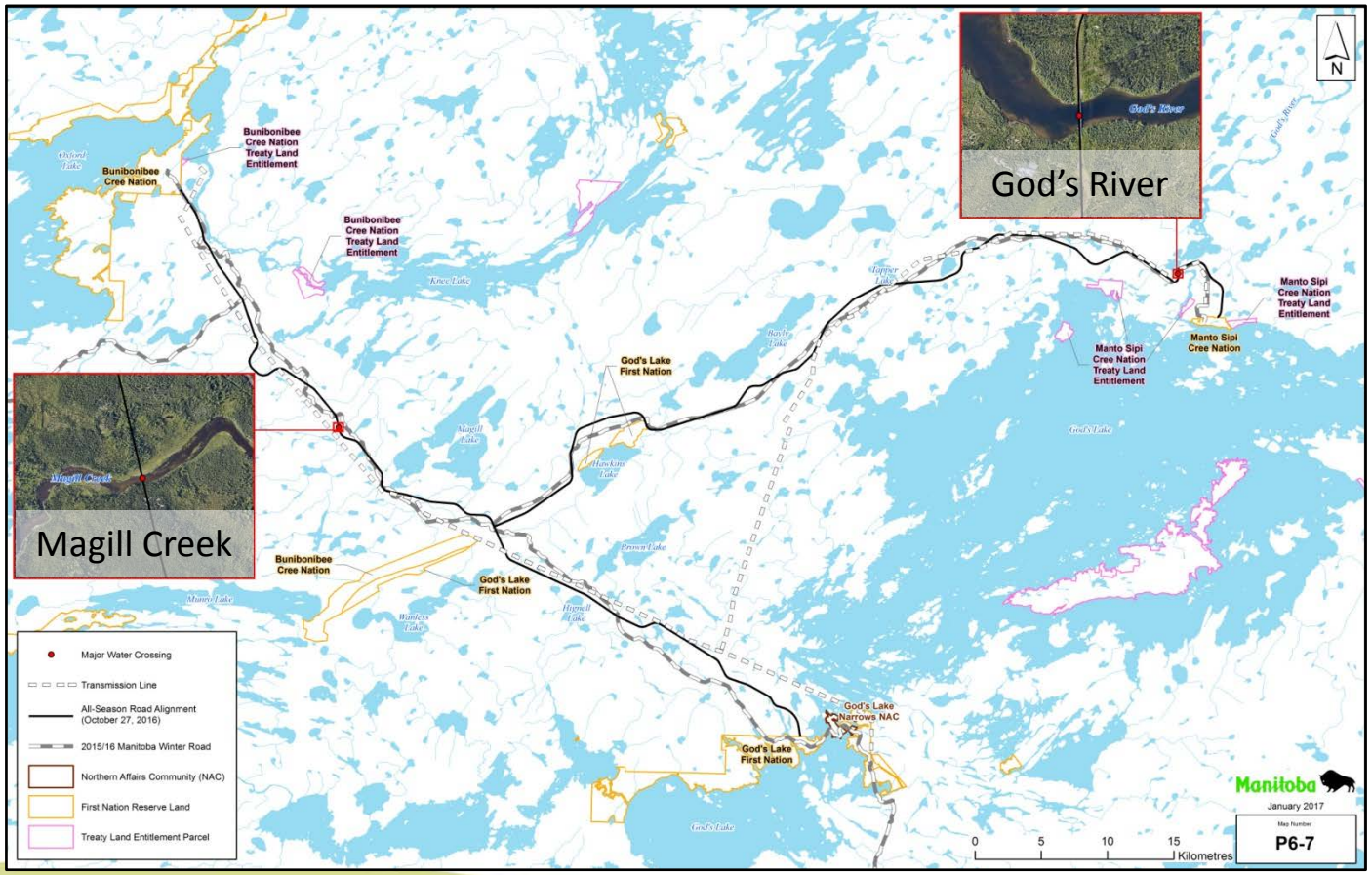
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 52 minor crossings or drainage equalization culverts





Major Water Crossings



Prior Community Discussions

- Since 2009, meetings have been held with God's Lake to discuss the project and select the best road location (Previous to the EIA)
  - Community Meetings
    - January 6, 2016
    - November 4, 2014
    - June 9, 2010
    - April 17, 2009
  - Meetings with Chief and Council
    - October 25, 2016
    - July 15, 2014
    - May 10, 2010





Prior Community Discussions

- Traditional Knowledge (TK) Studies, Workshops and Interviews
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  - October 6, 2015
  - April 17, 2009
- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input
- Specifically for the EIA the first meeting (Round 4) was held on December 9, 2016





Round 4 Meeting

- Was held on December 9, 2016
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Inform the community of the overall Environmental Impact Assessment (EIA) process
  - Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
  - Dialogue with the community about which Valued Components should be the focus of the EIA process

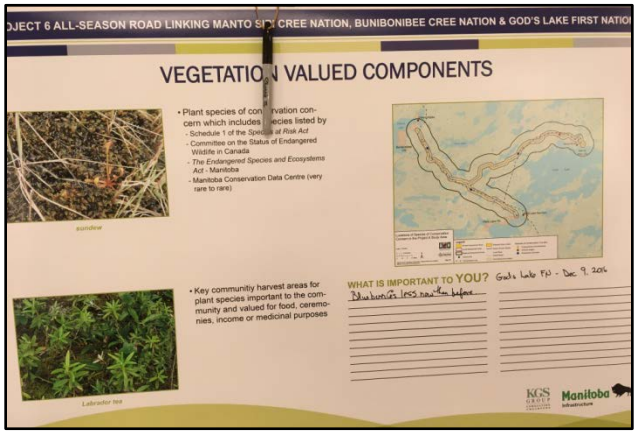




Summary of What We Heard – Round 4 Meeting

- What we heard from you:
  - Communities have an interest in how the Traditional Knowledge collected will be used especially given that the East Side Road Authority is now Manitoba Infrastructure.
  - Economic opportunities are important to the communities and Aboriginal people.
  - The Environmental Assessment process for Project P6 feels rushed.
  - The communities are concerned about the price of goods and cost of living.
  - The P5 All-Season Road to Provincial Road 373 is long overdue.
  - The process to construct All-Season Roads is taking a long time.
  - All-Season Roads are needed because of global warming and the limited amount of time winter roads are open.
  - Youth in the communities need to be more involved in the Project.





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  - Magill Creek is important for fishing and hunting.
  - There are lots of geese, ducks and moose in the area. Less ducks are seen now but geese are about the same in numbers. There are less mallards but ring-necked ducks are present in about the same numbers.
  - Ice/snow conditions make it dangerous to be on the land in the spring.
  - There's a small window to get out on the land.
  - Geese, moose and caribou are hunted.
  - There are lots of wolves in the area but the amount of moose are decreasing.
  - Traplines and traps need to be respected during construction.

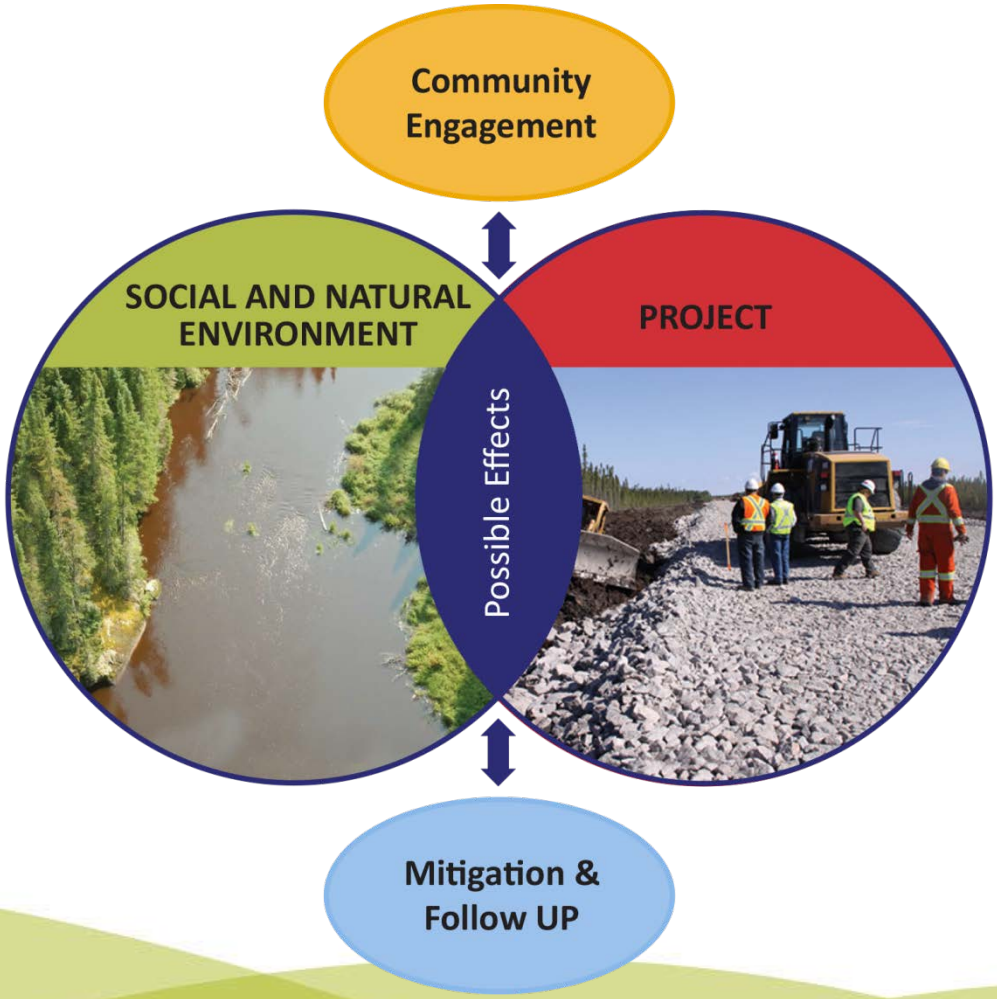




What Is Environmental Impact Assessment





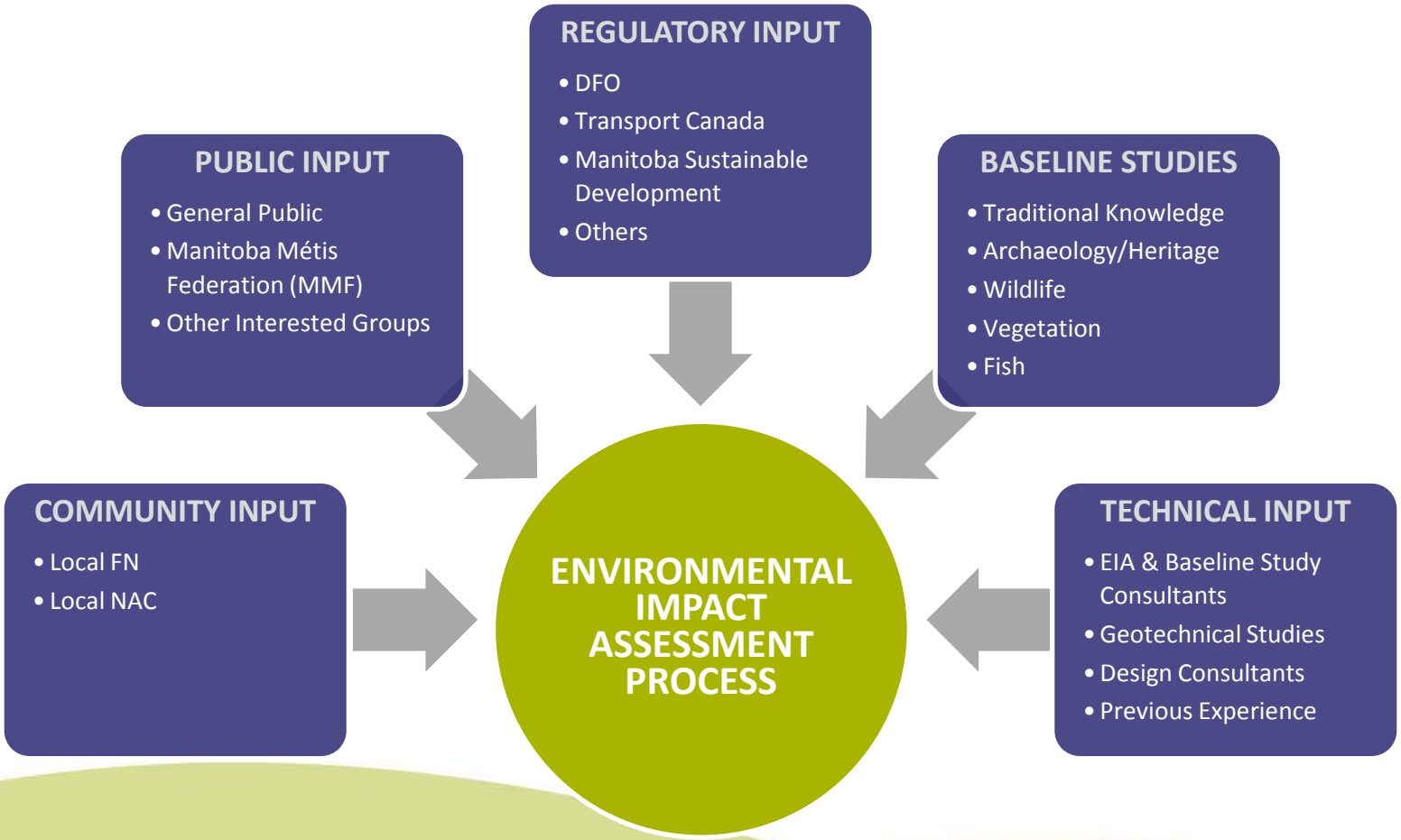


Baseline Data



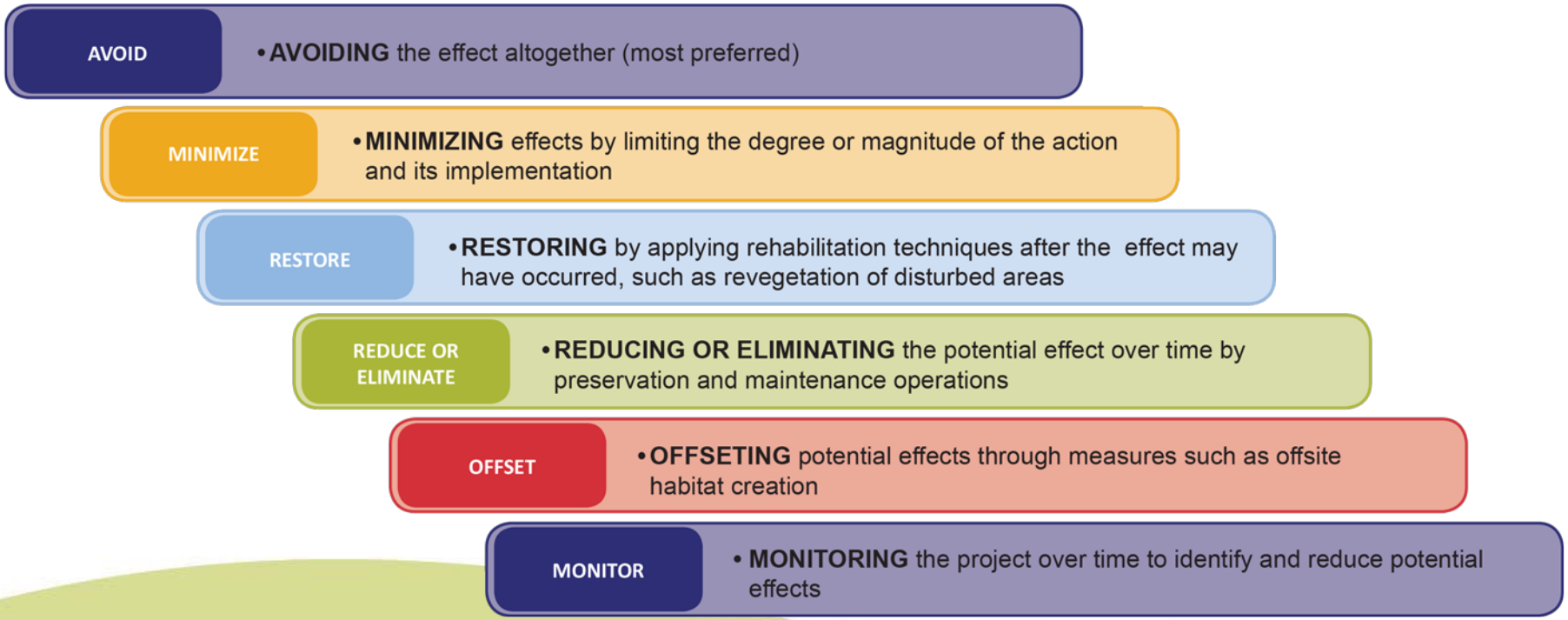
- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Impact Assessment
- Used to assist in project design and construction

Inputs Into The EIA Process



How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment.



Potential Effects
Moose

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Limit construction worker activity to project area
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Potential Effects Caribou

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ACCIDENTAL CARIBOU-VEHICLE COLLISIONS	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Limit blasting during calving season in sensitive areas
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Birds

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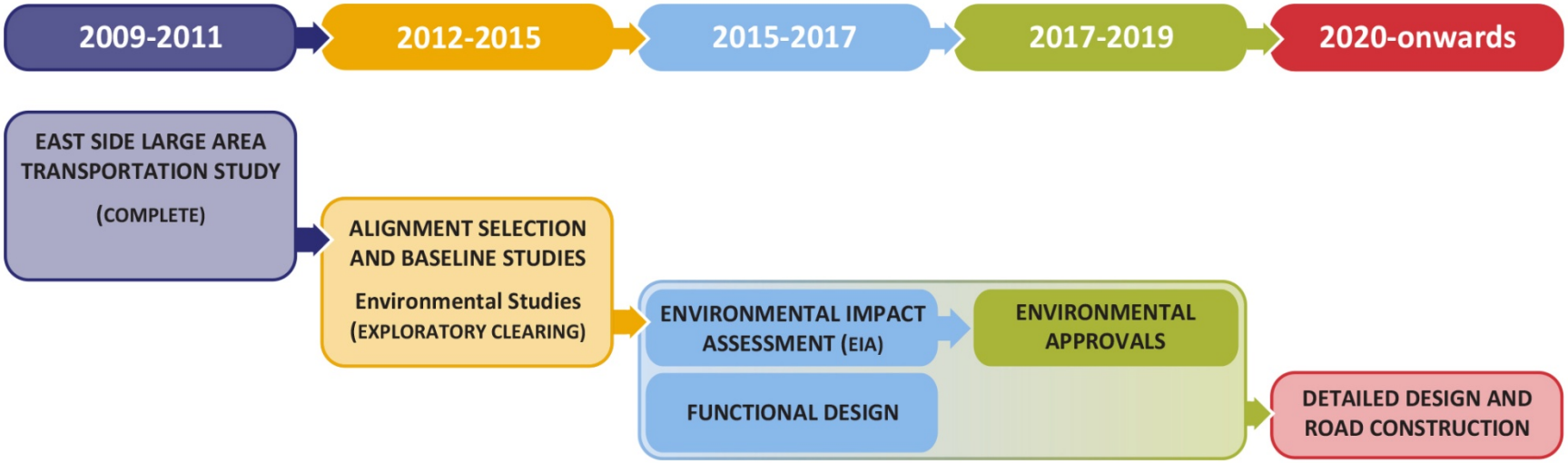
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Manitoba

Annex A3-7:

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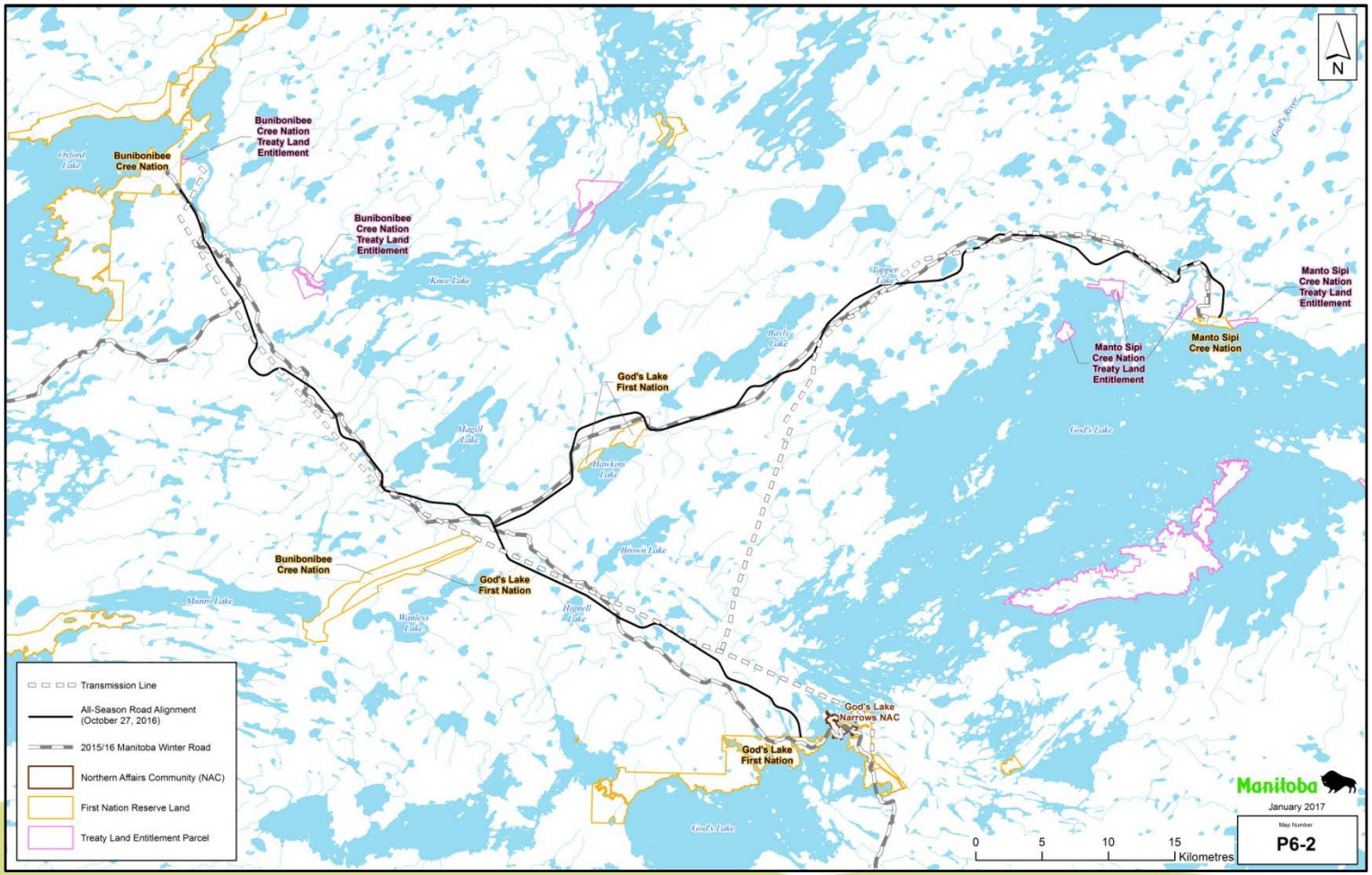

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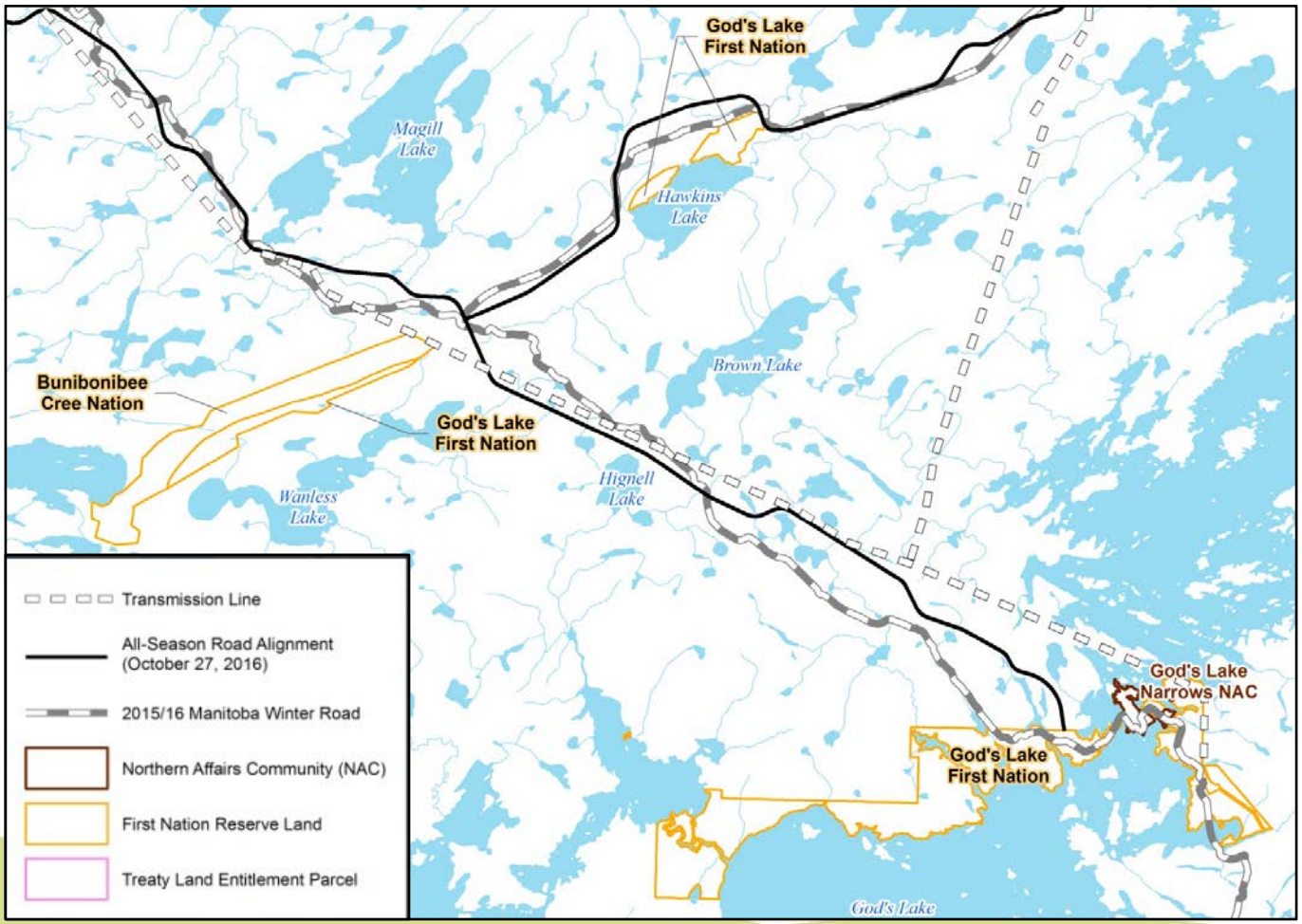

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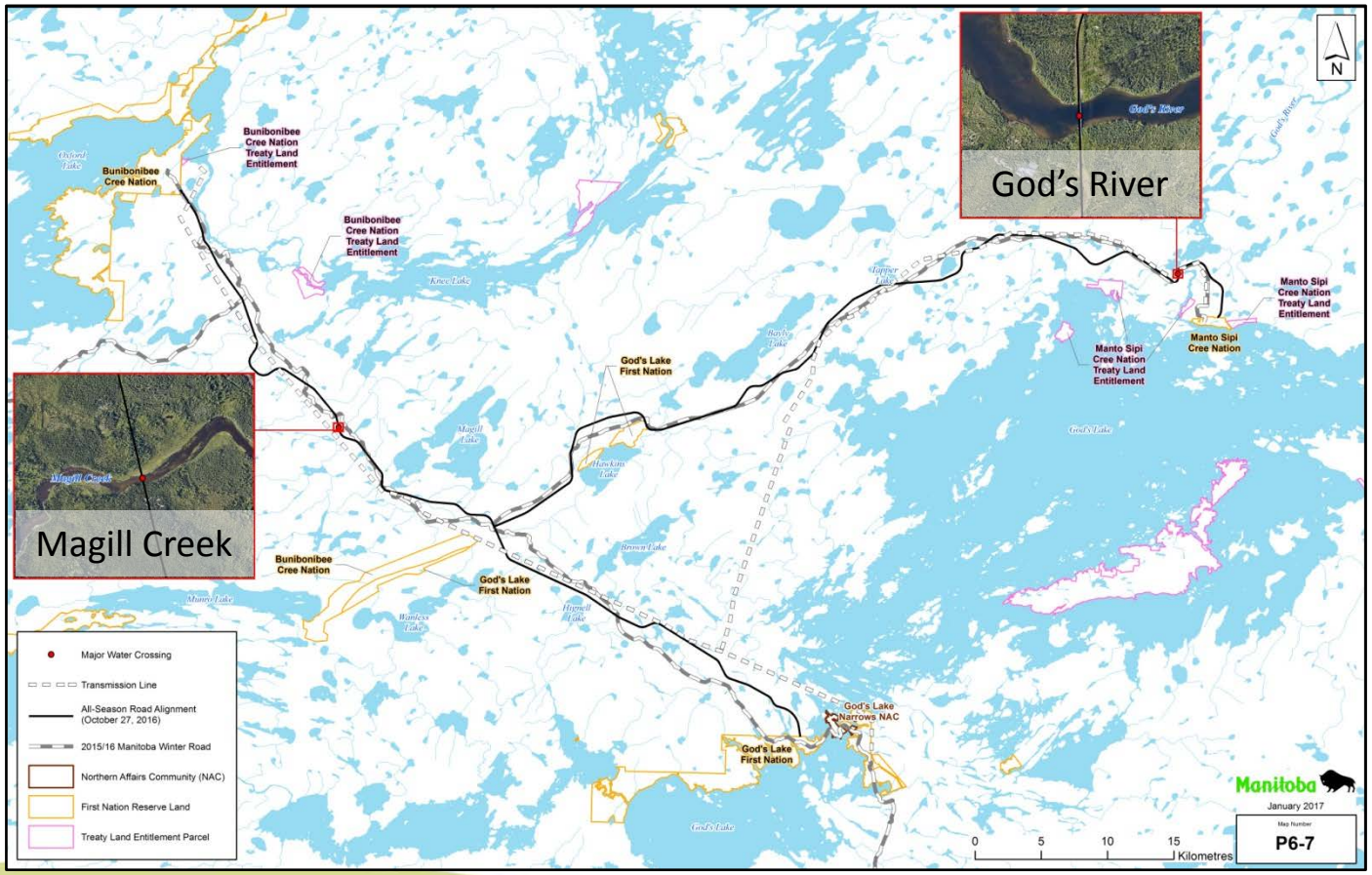

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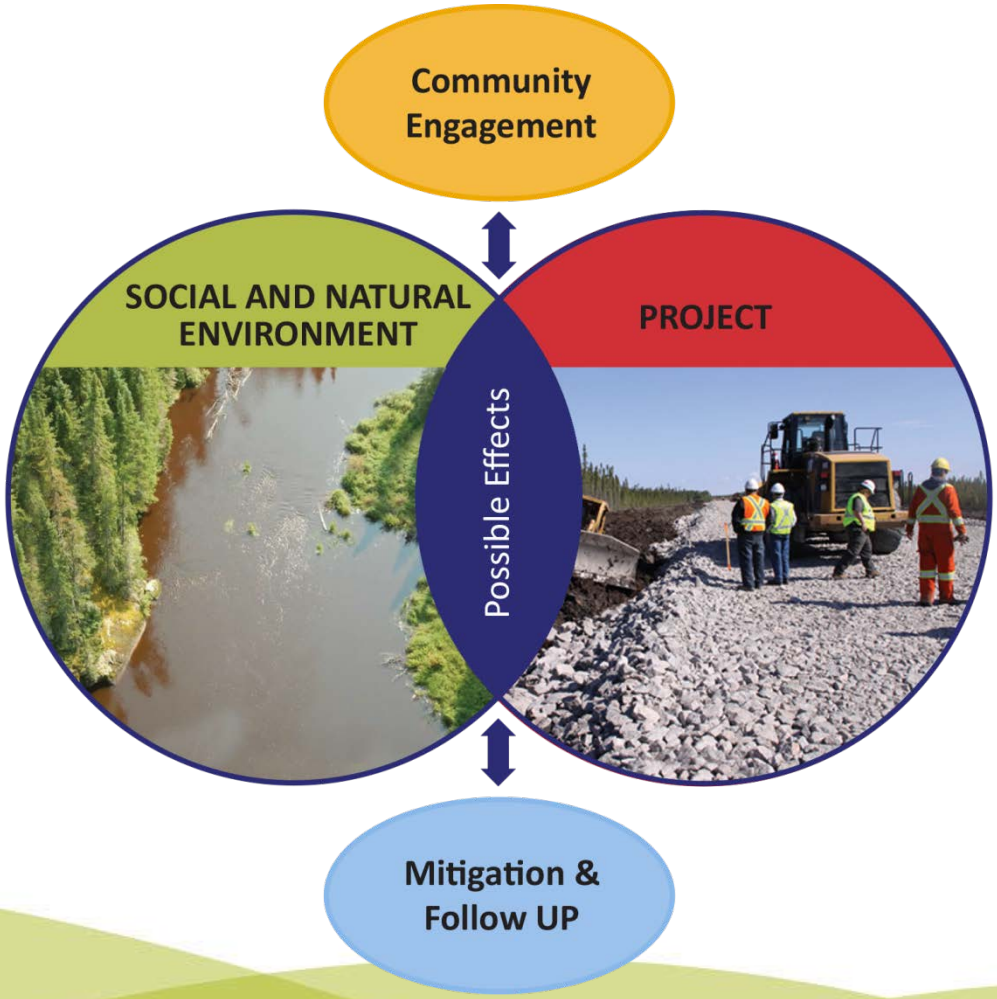
What Is Environmental Impact Assessment







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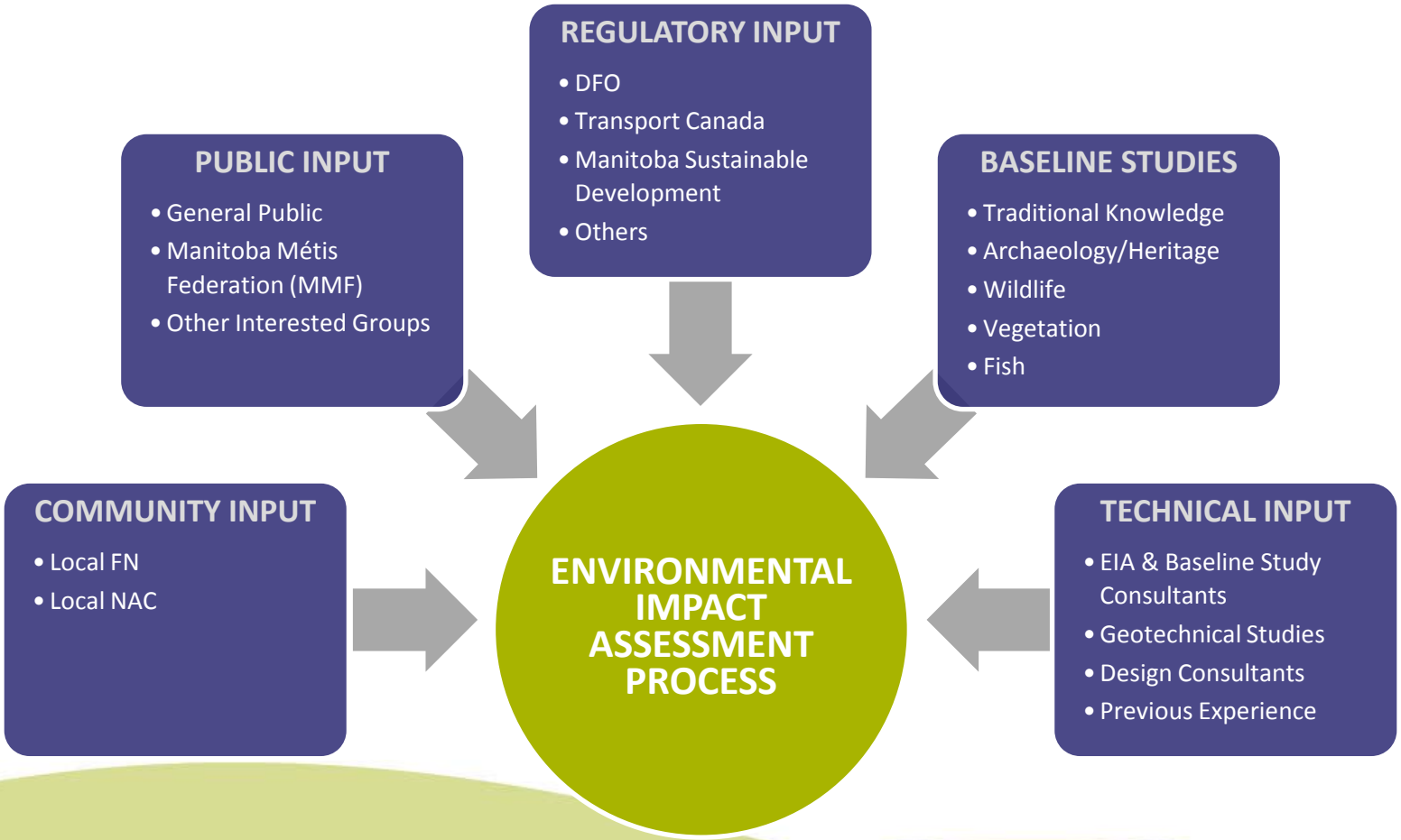

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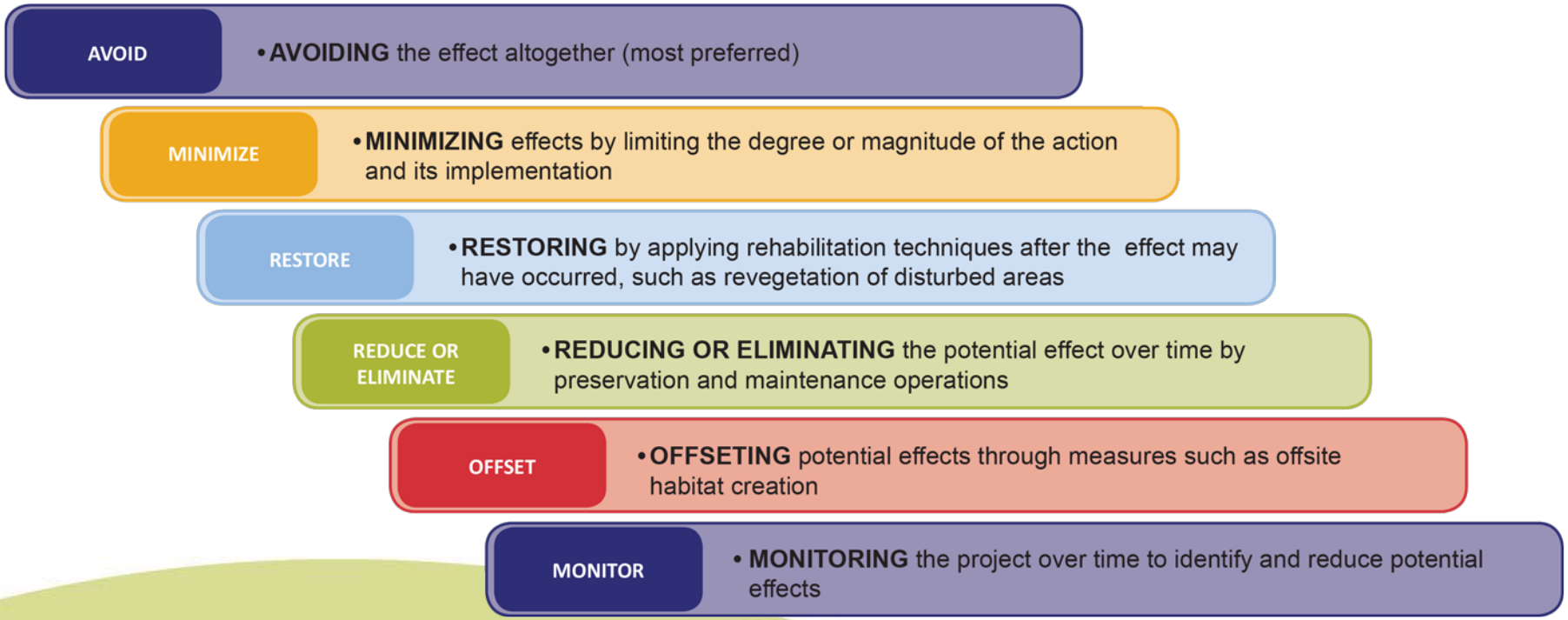

Potential Effects
Moose

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Potential Effects Vegetation

POSSIBLE CHANGES (EFFECTS)

- REMOVAL OF TREES AND SHRUBS IN CONSTRUCTION AREAS
- LOSS OF SPECIES OF CONCERN AND HABITAT FROM CLEARING ACTIVITIES
- SPREAD OF INVASIVE AND NON-NATIVE SPECIES
- CHANGE IN WETLAND SUBSURFACE WATER FLOW
- INCREASED ACCESS TO RESOURCE AREAS

MITIGATION IDEAS



- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area



- Survey for species of concern



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species



- Maintain subsurface waterflow



- Block access roads after construction

Potential Effects
Fish, Reptiles & Amphibians

POSSIBLE CHANGES (EFFECTS)

- HABITAT LOSS OR CHANGE IN PRODUCTIVITY
- CHANGE IN WATER QUALITY FROM SEDIMENT
- IMPROVED ACCESS TO WATERWAYS
- BLOCKED MOVEMENTS
- CHANGES IN WATER FLOWS
- HARM FROM ACCIDENTAL SPILLS
- INTRODUCTION OF NON-NATIVE SPECIES FROM EQUIPMENT

MITIGATION IDEAS



- Avoid critical reproduction period and locations
- No work below the high water mark in spring



- Clear in winter and limit clearing near water-courses and restore vegetation
- Use erosion protection and sediment control



- Block access roads after construction



- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
- Prohibit use of herbicides near watercourses



- Ensure equipment working beside or in water has been properly cleaned

Potential Effects
Heritage & Cultural Sites

POSSIBLE CHANGES (EFFECTS)

- LOSS OR DISTURBANCE TO HERITAGE SITES AND OBJECTS
- DISTURBANCE TO CULTURAL (SACRED) SITES
- DISTURBANCE TO COMMUNITY USE SITES

MITIGATION IDEAS



- Avoid known heritage sites or recover artefacts
- Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road road during construction



- Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land



- Limit equipment and workers to construction areas



- Block temporary access roads after construction

Potential Effects
Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
LOSS OF TRADITIONALLY USED PLANTS FROM CLEARING	 • Map important traditional use areas for project planning and design (routing and set backs)
CHANGE TO MOOSE/CARIBOU DISTRIBUTION AFFECTING HUNTING	 • Protect moose and caribou *(see boards)*
	 • Protect furbearers *(see boards)*
CHANGE TO FURBEARER DISTRIBUTION AFFECTING TRAPPING	 • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
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	 • Block temporary access roads after construction

Schedule

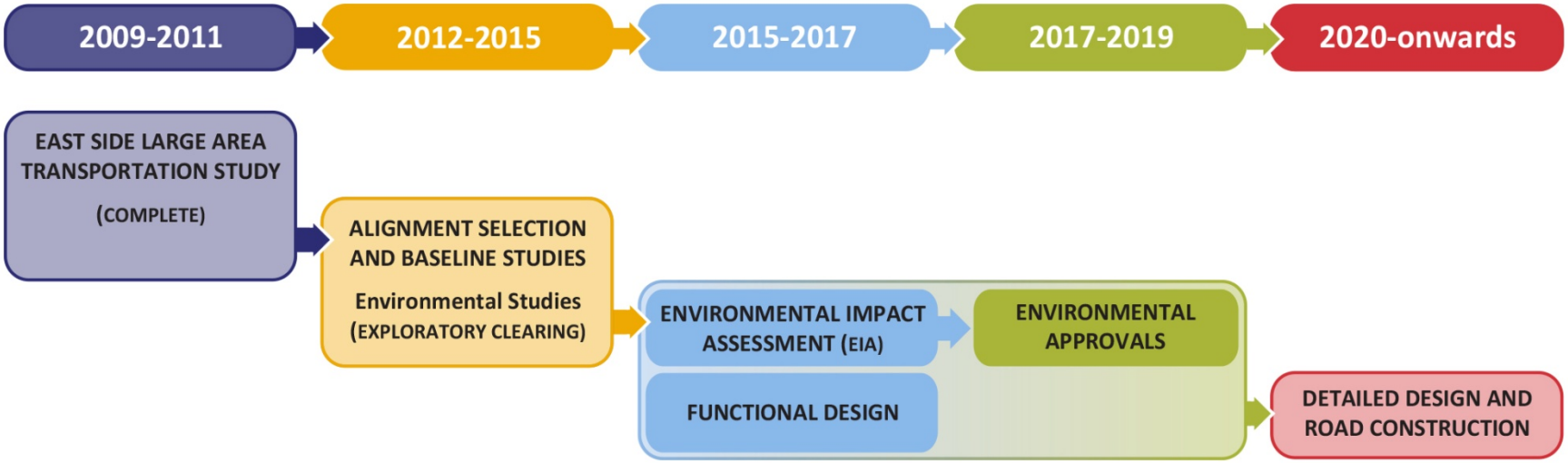

2009-2011
2012-2015
2015-2017
2017-2019
2020-onwards
EAST SIDE LARGE AREA TRANSPORTATION STUDY
(COMPLETE)
ALIGNMENT SELECTION AND BASELINE STUDIES
Environmental Studies
(EXPLORATORY CLEARING)
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN AND ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

- We want to hear and learn from you!
- Write on the boards
- Tell us what is important to you, and what should be considered
- Please complete a comment sheet

Next Steps - We will be back to meet with you:

- **Summer 2017**: To confirm findings of the environmental assessment for the P6 Project with the community


Moose


Caribou

Thank you for your participation



Contact Information:
Toll-Free 1-866-356-6355
Fax 1-204-948-2462

Manitoba

Annex A3-8:

Presentation – Winnipeg Public Open House No.1

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation & God's Lake First Nation

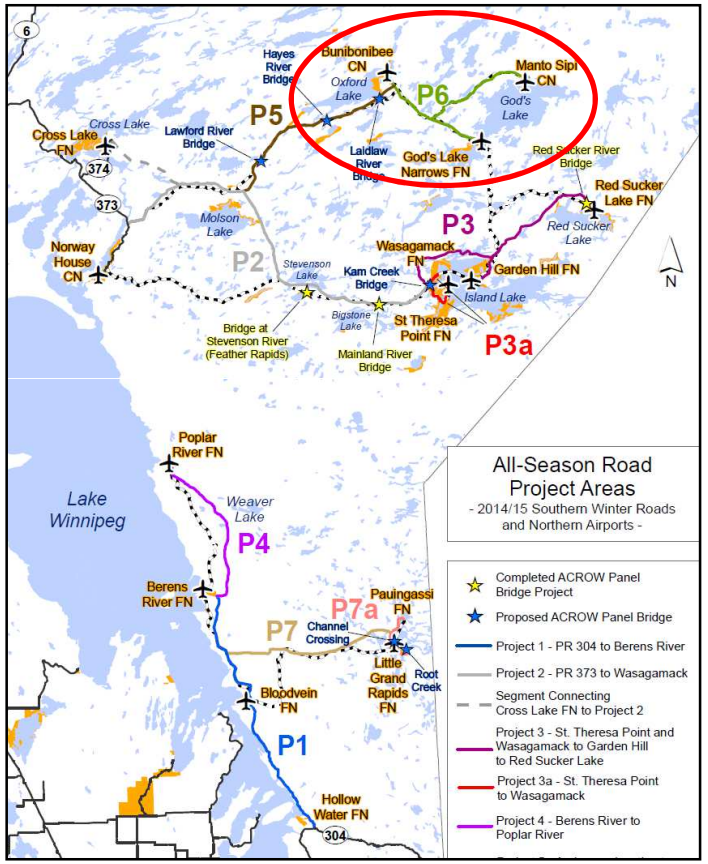
Environmental Assessment
Public Open House
Delta Hotel, Winnipeg – May 17, 2017

Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Review the options that have been considered
- Discuss potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

East Side Transportation Initiative (ESTI)

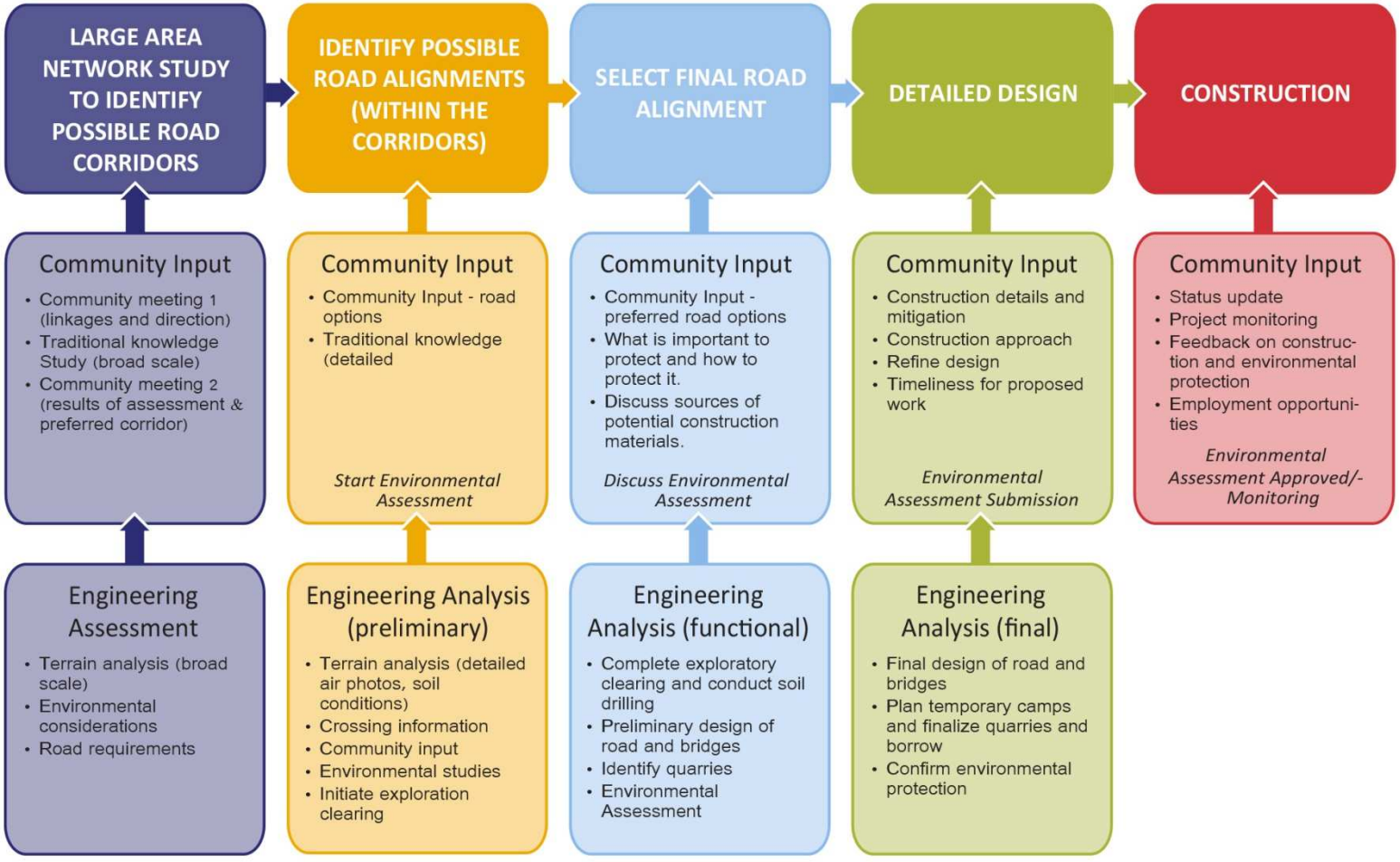
- Provide alternative transportation to the increasingly unreliable winter road network
- Reduce transportation costs for goods and services
- Improve linkages between isolated and remote communities
- Enhance access to emergency, health & social services
- Enhanced opportunities for local sustainable economic development



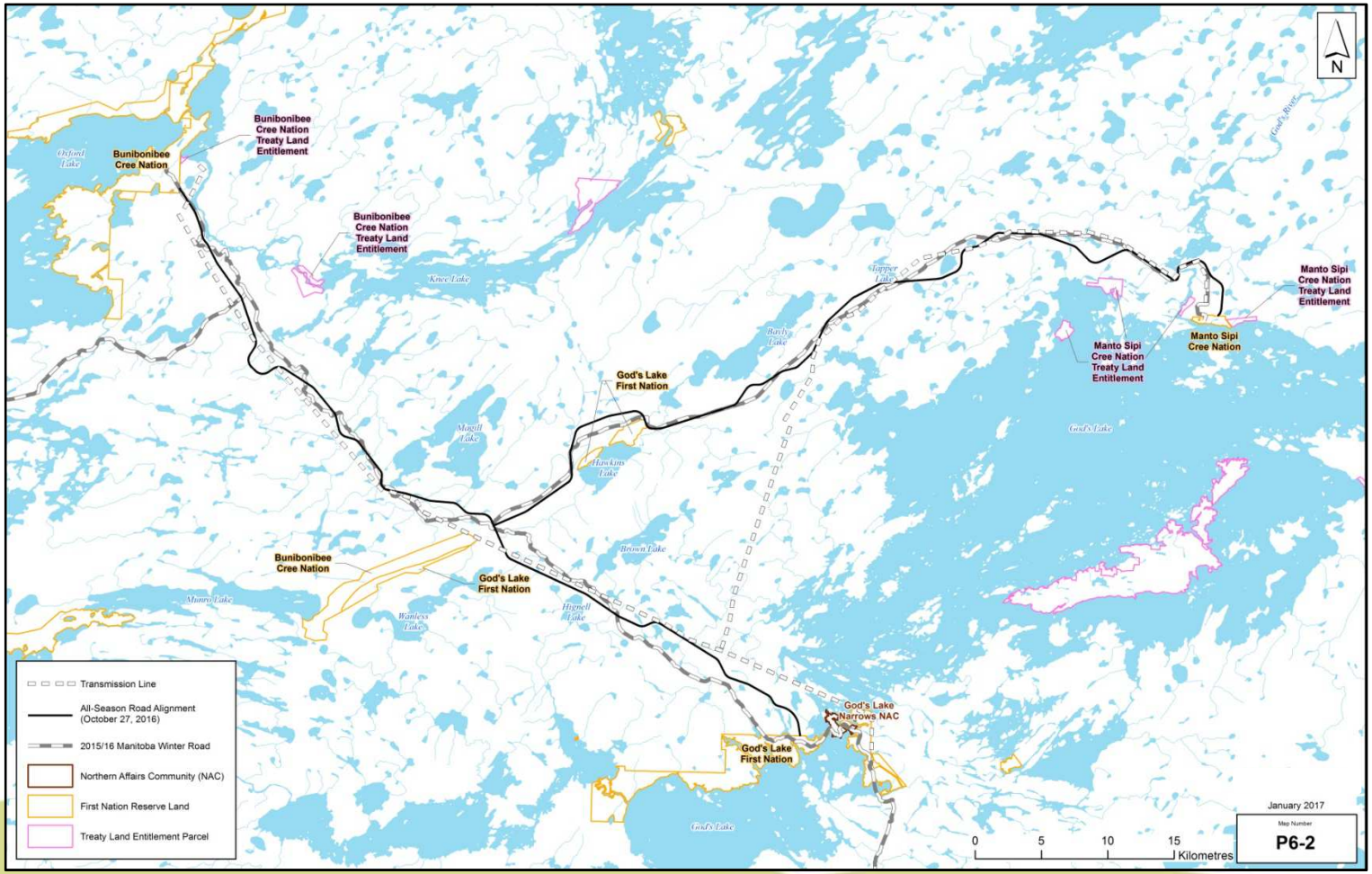
Status of ESTI

- Project 1 – All-Season Road from Provincial Road PR 304 to Berens River First Nation
  - Status: The project has received Environmental Approvals and construction is underway on the 156 km All-Season Road
- Project 3a – All-Season Road from St. Theresa Point First Nation to Wasagamack First Nation
  - Status: The project has received Environmental Approvals and construction is underway on the 28 km All-Season Road
- Project 4 – All-Season Road Connecting Berens River to Poplar River First Nation
  - Status: The Environmental Approvals for the 94 km All-Season Road are in the final stages
- Project 7a – Pauingassi and Little Grand Rapids First Nations Connection to Little Grand Rapids Airport
  - Status: The Environmental Approval is in the final stages and construction is expected to start soon

Steps to Select, Design & Construct an All Season Road



Project P6 – All-Season Road



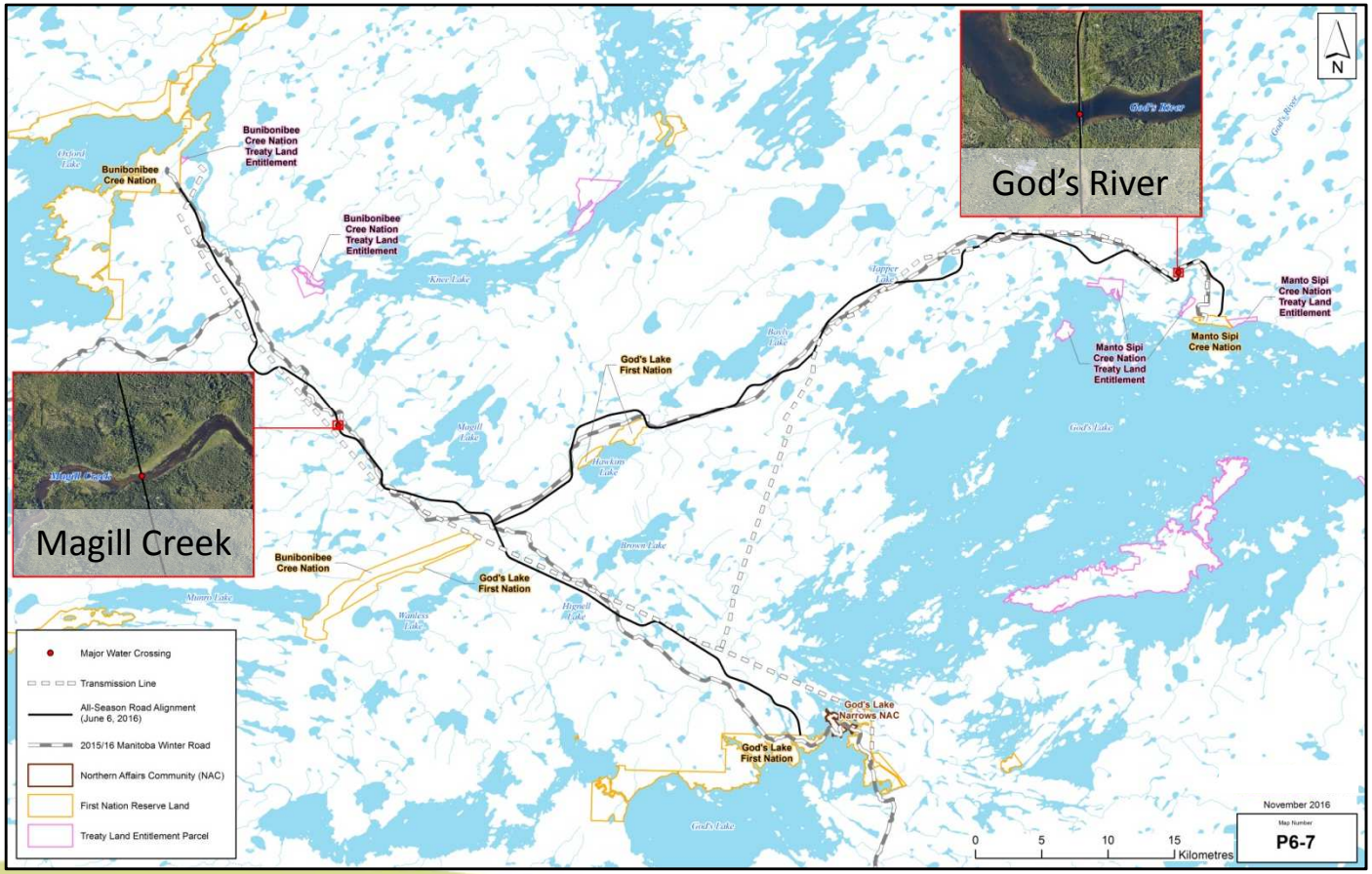
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 52 minor crossings or drainage equalization culverts

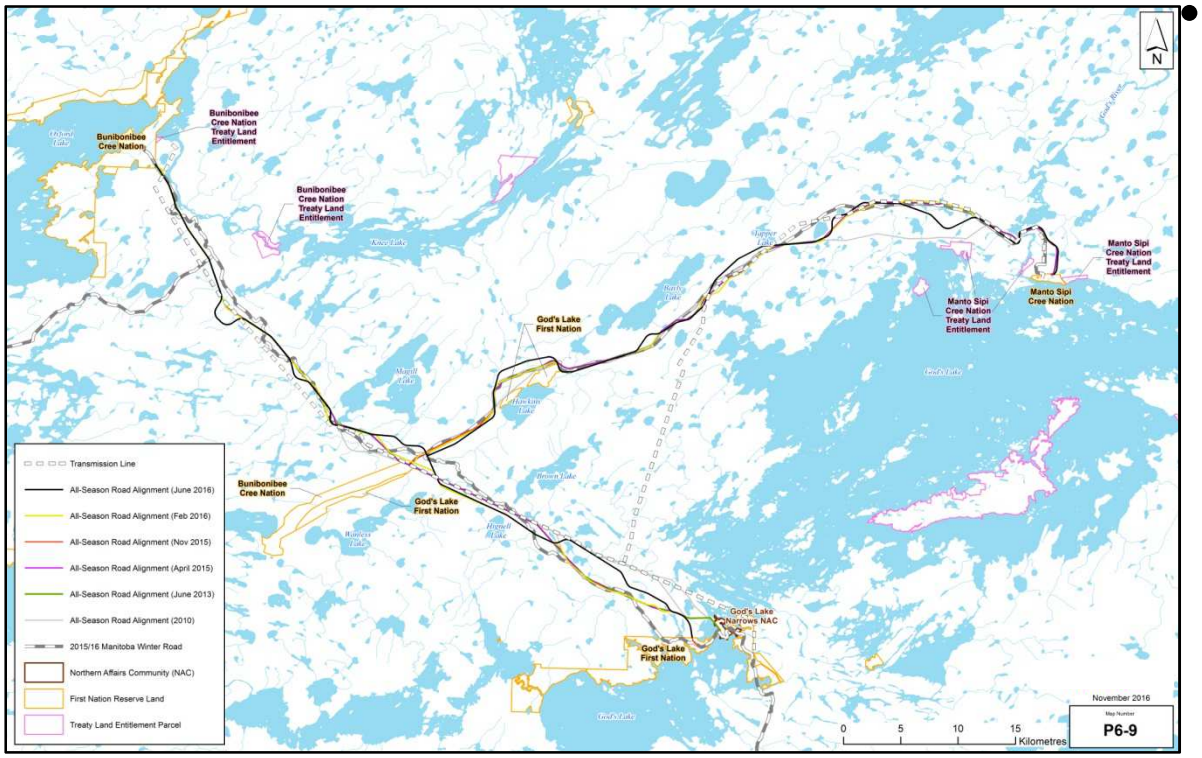




Water Crossings



Road Route Refinements

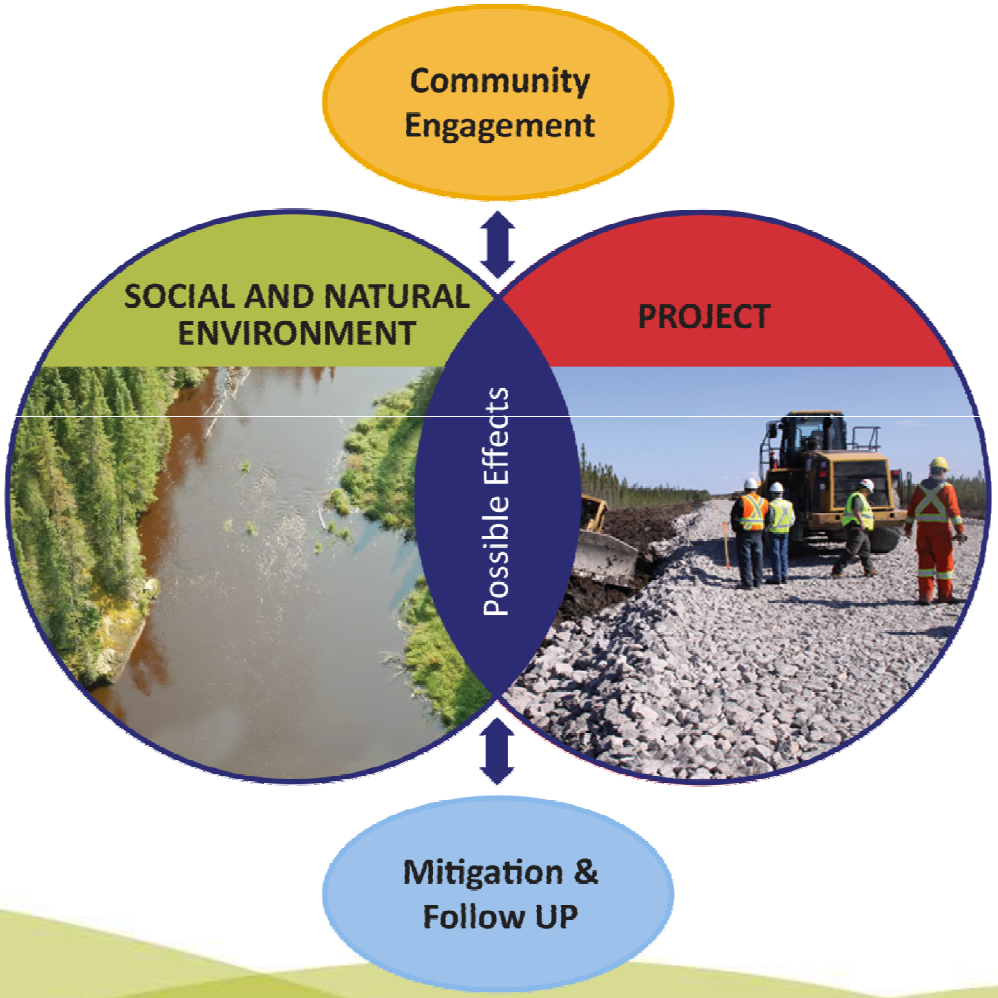


- Original route concept refined several times based on:
  - Community feedback and knowledge of the lands
  - Results of TK, archaeology, soils and wildlife investigations
  - Technical and engineering considerations

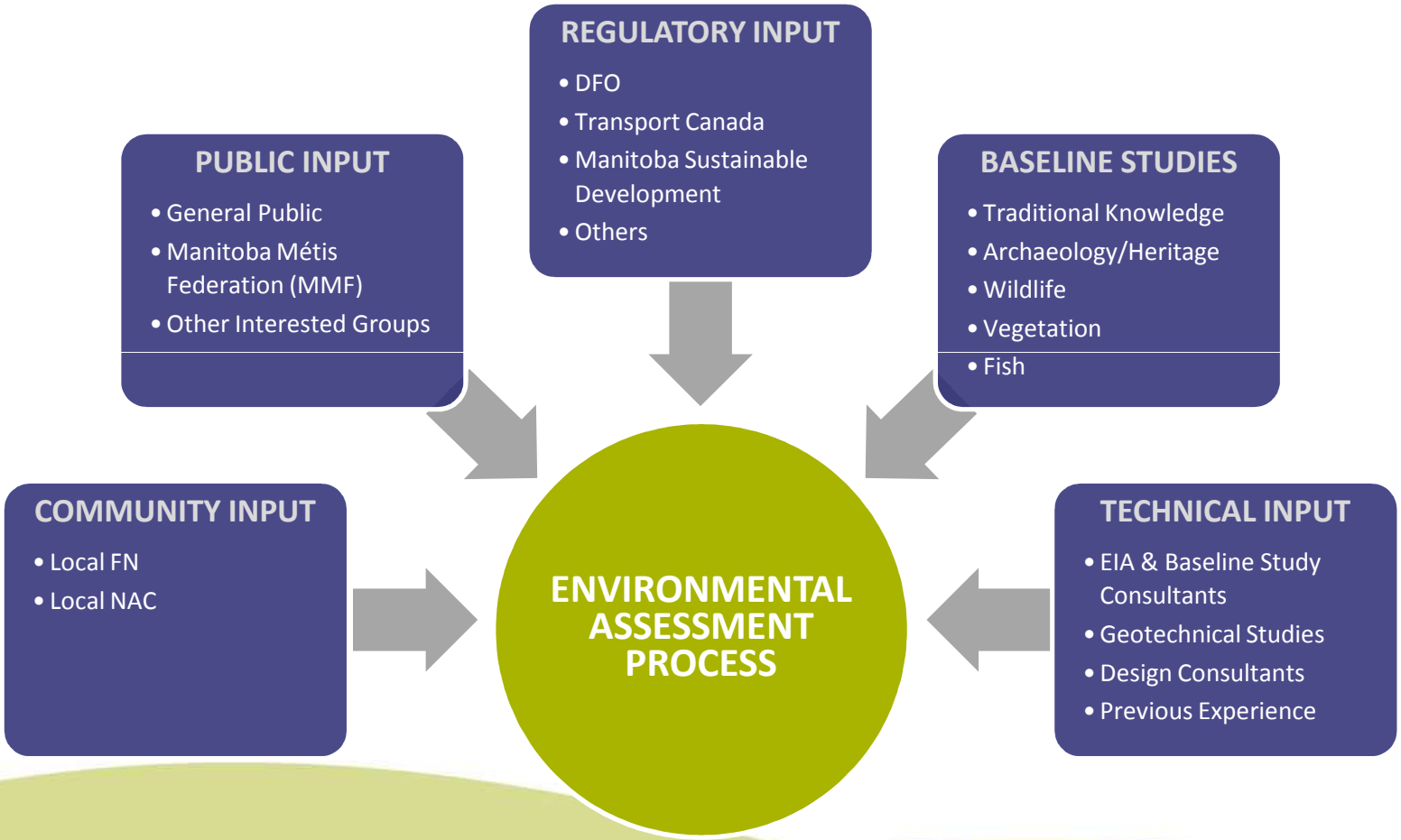
What Is Environmental Assessment







Inputs Into The EA Process



Community Engagement

BACKGROUND PLANNING	• 2000 Feasibility Study - assesses transportation options and the feasibility of a road network on the east side of Lake Winnipeg • 2004 East Side Planning Initiative - generates "Promises to Keep" that identify all -season road planning as a priority objective
ROUTE CORRIDORS	• 2009-2011 Large Area Network Transportation Study • Assesses network options and recommends route corridors • identifies possible road alignments
ROAD ALIGNMENTS	• Road Alignments Selection • Local communities and other stakeholders assist with the selection of the preferred alignments to study in greater detail
FINAL ALIGNMENTS	• Environmental and Engineering Studies • Environmental Impact Assessments to consider possible effects and mitigation • Refinement of road alignments based on findings of baseline and engineering studies and community stakeholders and public input

- Community input at every stage is key to developing a good project
- Meetings for EA to discuss the project:
  - existing environmental conditions
  - potential impacts
  - measures to avoid, reduce or eliminate effects
  - next steps

Prior Community Discussions

- Meetings held with Manto Sipi CN, Bunibonibee CN, God's Lake FN and God's Lake Narrows NAC starting in 2009 to discuss the project and select the best road location (Previous to the EA)
- The EA has included meetings with the communities, and Traditional Knowledge studies, workshops and interviews
- Changes made to the potential route to avoid sensitive areas based on community input
- Additional meetings planned for the summer of 2017 to present the results of the EA





Baseline Data



- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Assessment
- Used to assist in project design and construction

Wildlife – Valued Components

- Important for local communities' cultural, traditional, and economic activities & values
  - Big Game:
    - Caribou & Moose
  - Fur-bearing species:
    - Marten
    - Lynx
    - Wolf
    - Beaver
  - Birds:
    - Raptors / Birds of Prey (eagles, osprey, hawks, owls)
    - Waterfowl (geese, ducks)
    - Migratory birds (e.g. songbirds)
    - Game birds (grouse, partridge)


Caribou


Fisher


Grouse

Vegetation– Valued Components

- Plant species of Conservation Concern which includes species listed by;
  - Schedule 1 of the *Species at Risk Act*
  - Committee on the Status of Endangered Wildlife in Canada
  - *The Endangered Species and Ecosystems Act* – Manitoba
  - Manitoba Conservation Data Centre (very rare to rare)

- Key community harvest areas for plant species important to the community and valued for food, ceremonies, income or medicinal purposes.


Labrador tea


Bog cranberry

Aquatic – Valued Components

- Fish Habitat
  - Supports fish of importance for local community, cultural, traditional, and economic activities and values
  - Protected under the *Fisheries Act*
- Fish
  - Integral part of aquatic ecosystem
  - Of particular value to local communities
  - Protected under the *Fisheries Act*
  - Includes all species (harvested and others that support the fisheries)
- Aquatic Species at Risk;
  - Lake Sturgeon is designated as Endangered and present in God's River, Hayes River and God's Lake





Lake Sturgeon

Cultural - Valued Components

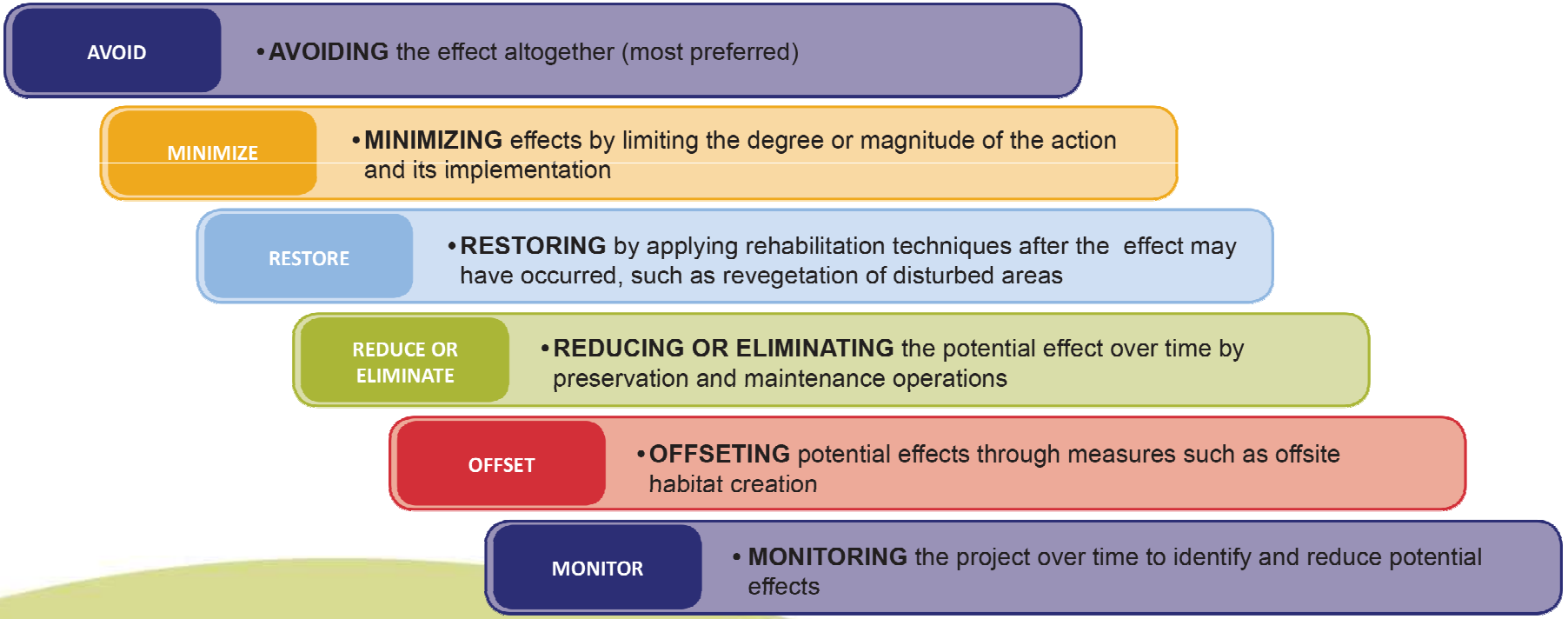
- Cultural and archaeological sites
- Areas important for community health and well-being
- Areas for harvesting of edible, medicinal, and cultural plants
- Trapping & hunting
- VC's identified through:
  - Community members
  - Elders
  - Traditional Knowledge
  - Archaeology studies





How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment.



Potential Effects
Moose / Caribou

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Limit construction worker activity to project area
DISTURBANCE FROM CONSTRUCTION	 • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
INCREASED ACCESS TO RESOURCE AREAS	 • Road design: improved sightlines, reduced speed, and signage on road
	 • Block temporary access roads after construction

Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
DISTURBANCE FROM CONSTRUCTION	 • Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
ACCIDENTAL WILDLIFE-VEHICLE COLLISIONS	 • Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
INCREASED ACCESS TO RESOURCE AREAS	 • Block temporary access roads after construction

Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)	MITIGATION IDEAS
CHANGE IN HABITAT	 • Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
DISTURBANCE AND DISPLACEMENT FROM NOISE	 • Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
DISTURBANCE OF EXISTING NESTS	 • No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
INCREASED ACCESS TO RESOURCE AREAS	 • Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

Potential Effects
Vegetation

POSSIBLE CHANGES (EFFECTS)

- REMOVAL OF TREES AND SHRUBS IN CONSTRUCTION AREAS
- LOSS OF SPECIES OF CONCERN AND HABITAT FROM CLEARING ACTIVITIES
- SPREAD OF INVASIVE AND NON-NATIVE SPECIES
- CHANGE IN WETLAND SUBSURFACE WATER FLOW
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- Minimize extent of clearing to right-of-way, quarries, and borrow pits
- Prohibit equipment outside of construction area



- Survey for species of concern



- Reclaim disturbed areas not required for road operation and maintenance
- Restore ground cover in ditches with native species



- Maintain subsurface waterflow



- Block access roads after construction

Potential Effects
Fish, Reptiles & Amphibians

POSSIBLE CHANGES (EFFECTS)

- HABITAT LOSS OR CHANGE IN PRODUCTIVITY
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MITIGATION IDEAS



- Avoid critical reproduction period and locations
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- Clear in winter and limit clearing near water-courses and restore vegetation
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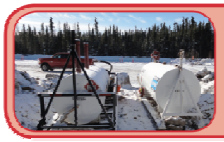
- Design culverts for passage and natural flow



- Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste
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- Ensure equipment working beside or in water has been properly cleaned

Potential Effects
Heritage & Cultural Sites

POSSIBLE CHANGES (EFFECTS)

- LOSS OR DISTURBANCE TO HERITAGE SITES AND OBJECTS
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MITIGATION IDEAS



- Avoid known heritage sites or recover artefacts
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Potential Effects
Traditional Resource Activities

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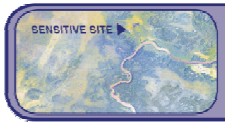
LOSS OF TRADITIONALLY USED PLANTS FROM CLEARING	 • Map important traditional use areas for project planning and design (routing and set backs)
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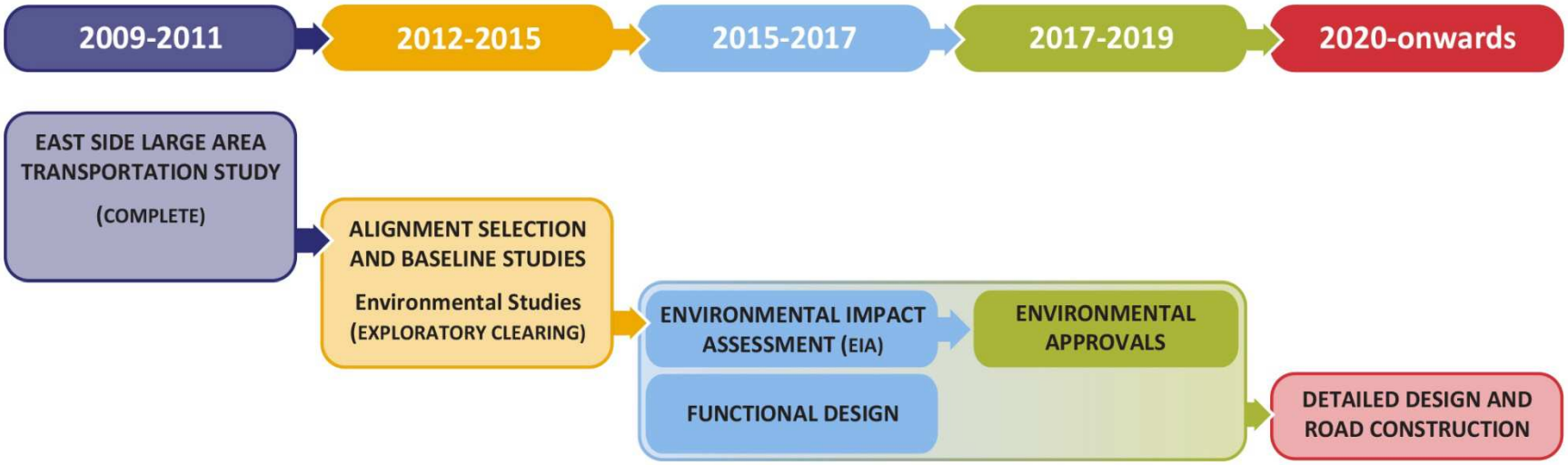
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(COMPLETE)
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Environmental Studies
(EXPLORATORY CLEARING)
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN AND ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

- We want to hear and learn from you!
- Write on the boards
- Tell us what is important to you, and what should be considered
- Please complete a comment sheet

Next Steps - We will hold another Open House:

- **Fall 2017**: To confirm findings of the environmental assessment for the P6 Project with the community


Moose


Caribou

Thank you for your participation



Contact Information:
Phone 1-204-945-4900
Toll-Free 1-866-356-6355
Fax 1-204-948-2462

Annex A4:
Round 6 IPEP Materials

Annex A4-1:
Community Meeting Notice Posters

ROUND 6 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation

Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

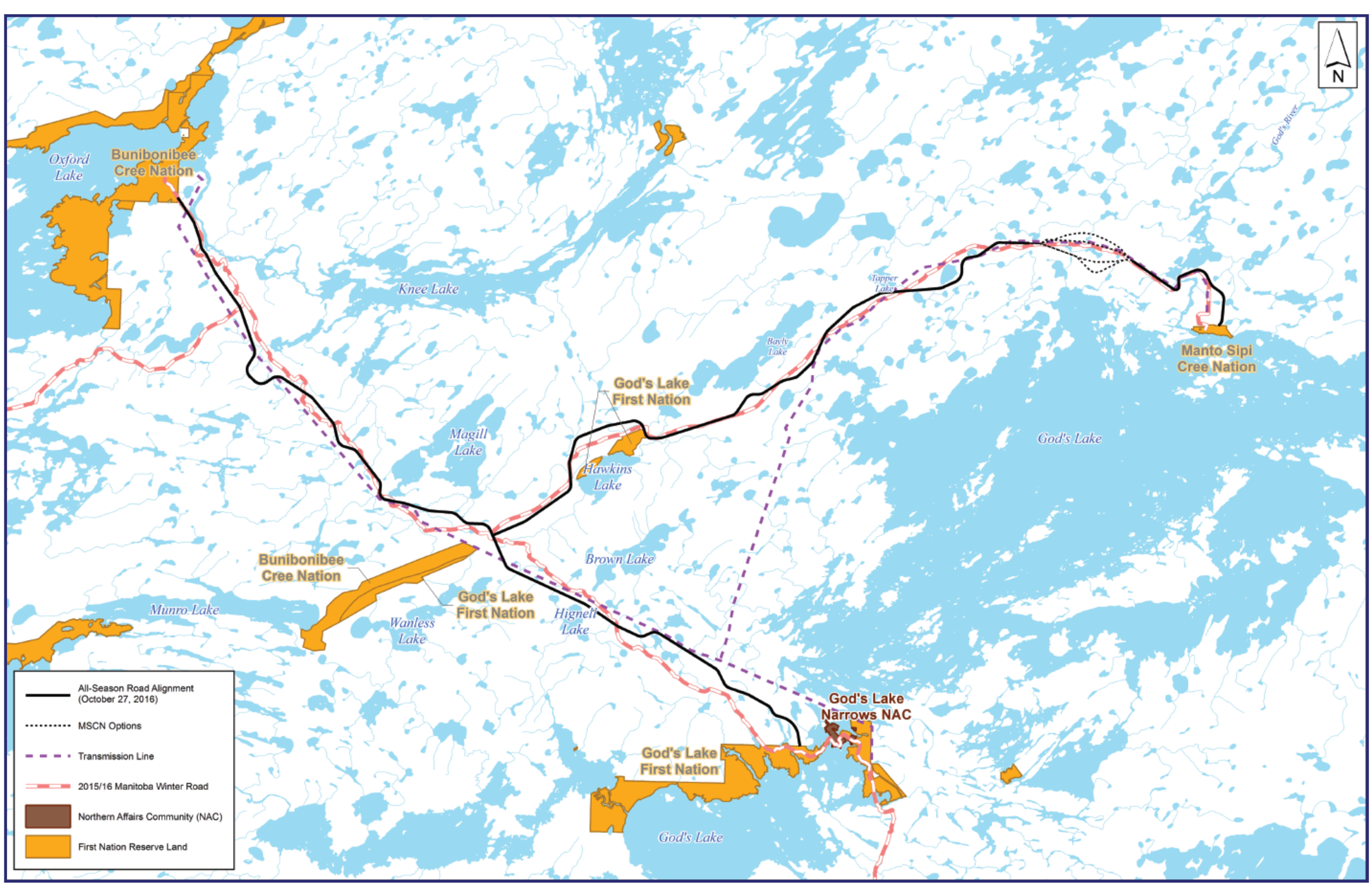




LOCATION: Community Hall
DATE: February 22, 2018
DOORS OPEN: 12:00 p.m. (Lunch)
PRESENTATION: 1:00 p.m.
DISCUSSION UNTIL: 3:00 p.m.

***Alternate location will be announced on the local radio should the venue change.**

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



Door prizes, food and refreshments will be provided.

For more information on the Community Meeting or the East Side Transportation Initiative,

PLEASE CONTACT:
204-945-3660

Manitoba

ROUND 6 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation

Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

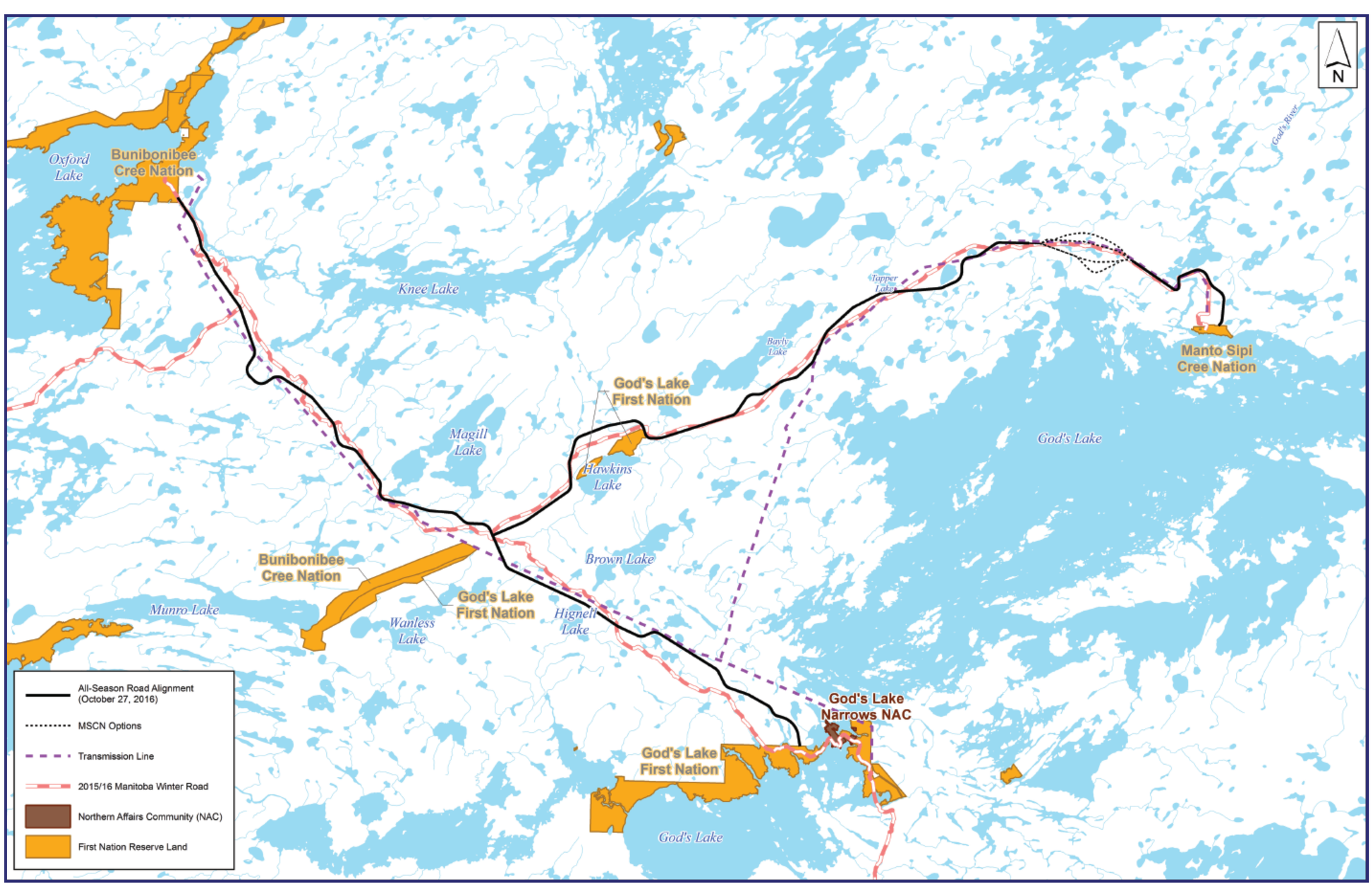




LOCATION: Band Office Boardroom (Downstairs)
DATE: November 6, 2017
YOUTH PRESENTATION: 11:00 a.m.
PRESENTATION: 1:00 p.m.
DISCUSSION UNTIL: 3:00 p.m.

***Alternate location will be announced on the local radio should the venue change. Lunch provided at noon.**

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



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PLEASE CONTACT:
204-945-3660

Manitoba

ROUND 6 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
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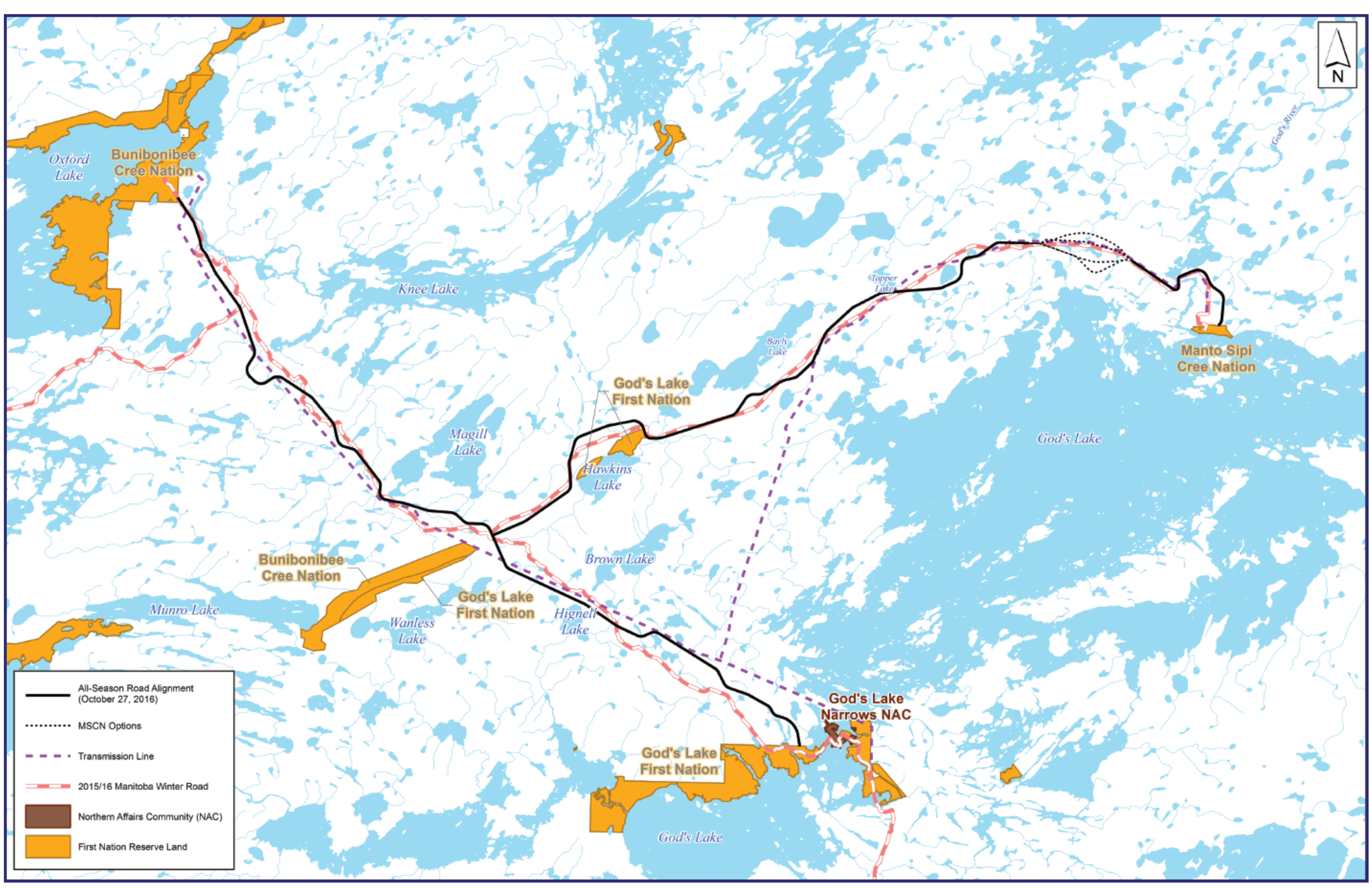
LOCATION: GOD'S LAKE FIRST NATION YOUTH CENTRE
DATE: November 7, 2017
YOUTH PRESENTATION: 11:00 a.m.
LUNCH: 12:00 p.m.
PRESENTATION: 1:00 p.m.
DISCUSSION UNTIL: 3:00 p.m.

The Community Meeting is an opportunity to discuss the proposed Project 6 All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation and discuss what you think is important to consider in the Environmental Assessment process. We want to hear your views on this proposed all- season road.



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For more information on the Community Meeting or the East Side Transportation Initiative,

PLEASE CONTACT:
204-945-3660

Manitoba

ROUND 6 COMMUNITY MEETING

Project 6 All-Season Road
Linking Manto Sipi Cree Nation,
Bunibonibee Cree Nation and God's Lake First Nation

Manitoba Infrastructure (MI) is hosting a Community Meeting to discuss the proposed All-Season Road project linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.





LOCATION: GOD'S LAKE NARROWS COMMUNITY HALL
DATE: November 7, 2017
YOUTH PRESENTATION: 11:00 am (at GLFN Youth Centre)
DOORS OPEN: 4:30 p.m.
PRESENTATION: 5:00 p.m.
DISCUSSION UNTIL: 6:30 p.m.

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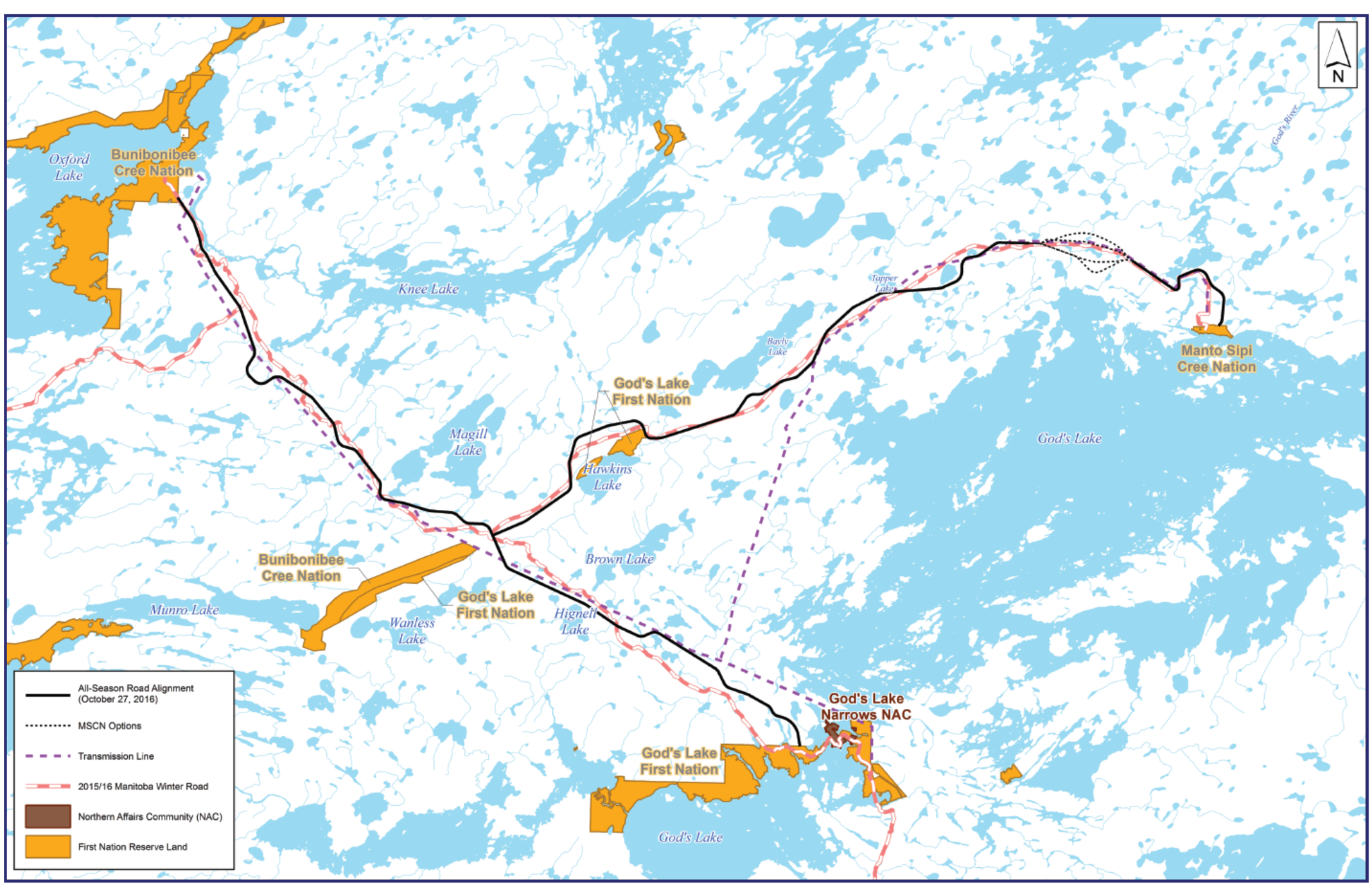

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For more information on the Community Meeting or the East Side Transportation Initiative,

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204-945-3660

Manitoba

Annex A4-2:

Winnipeg Public Open House No.2 Advertisements and Invitation Letter

WINNIPEG PUBLIC OPEN HOUSE
GRASS ROOTS
NOVEMBER, 2017
MANITOBA INFRASTRUCTURE

BK and White
5” x 6”

PUBLIC OPEN HOUSE
Share Your Views

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God’s Lake First Nation.

LOCATION: **DELTA HOTEL, 350 ST. MARY AVENUE**
DATE: **WEDNESDAY NOVEMBER 22, 2017**
TIME: **5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.**

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:

Manitoba Infrastructure
1420 – 215 Garry Street
Winnipeg, MB R3C 3P3
Phone: 204-945-3660
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PUBLIC OPEN HOUSE
Share Your Views

Manitoba Infrastructure (MI) is holding a Public Open House to provide information and hear what you have to say about the proposed All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation.

LOCATION: **DELTA HOTEL, 350 ST. MARY AVENUE**
DATE: **WEDNESDAY NOVEMBER 22, 2017**
TIME: **5:00 – 8:00 P.M., PRESENTATION AT 6:00 P.M.**

This Public Open House is part of the ongoing Environmental Assessment (EA) for the proposed project. Community meetings were previously held. The Open House will include storyboards and a presentation by MI staff and its consultants. Refreshments and light snacks will be served.

FOR MORE INFORMATION, PLEASE CONTACT:

Manitoba Infrastructure
1420 – 215 Garry Street
Winnipeg, MB R3C 3P3
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WINNIPEG PUBLIC OPEN HOUSE
WINNIPEG FREE PRESS ADVERTISEMENT
NOVEMBER, 2017
MANITOBA INFRASTRUCTURE

BK and White
4.5” x 5.5”

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nformation and support and
t from their members, too...
ke our own little club.
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isten to my body and respect
a better understanding of it,
meeting other people with
etz said.
200,000 people in Manitoba

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United Way Winnipeg has supported The Arthritis Society since 1965.

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WINNIPEG PUBLIC OPEN HOUSE
WINNIPEG SUN ADVERTISEMENT
NOVEMBER, 2017
MANITOBA INFRASTRUCTURE

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5.095" x 5.714"

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Made-in-Manitoba vs. Made-in-Ottawa

Whose would you choose?

Ottawa wants to impose its carbon tax plan on Manitoba.

Their plan doesn't take into account Manitoba's decades of investment in clean hydropower. ***Ours does.***

Their plan has a rising carbon tax. ***Ours doesn't.***

Their plan lets Ottawa decide how to spend carbon tax revenue. ***Ours lets Manitobans decide.***

Ottawa's carbon tax plan is wrong for Manitoba.

Our Made-in-Manitoba plan:

- costs less
- recognizes Manitoba's massive hydro investment
- better protects our environment, and
- builds our economy

Which plan makes more sense to you?
Visit **Manitoba.ca** and choose today!

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www.manitoba.ca

October 16, 2017

Redacted

Dear Redacted

Re: INVITATION TO A PUBLIC OPEN HOUSE – All Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

Manitoba Infrastructure (MI) is hosting a series of community meetings and Public Open Houses to discuss the proposed All-Season Road linking Manto Sipi Cree Nation, God's Lake First Nation and Bunibonibee Cree Nation. The community meetings and Open Houses are an opportunity for community members, stakeholders and the public to discuss the proposed all-season road project and its Environmental Assessment, which is currently underway. As a key stakeholder for the project, MI wants to hear your views on the proposed transportation improvements in this area.

The Open House will be held in Winnipeg on **November 22,** from **5:00 p.m. – 8:00 p.m.** with a presentation at **6:00 p.m.** The meeting will take place at the **Delta Hotel**, located at 350 St. Mary Avenue.

For more information on this Public Open House and to RSVP, please call 204-945-3660 or email HwyPlanDes@gov.mb.ca noting "P6 All-Season Road linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation" in the email header. Thank you for your interest in this project.

Sincerely,

Redacted

Kimber Osiowy , M.Sc. P. Eng
Manager, Environmental Services

Annex A4-3:

Display Boards – Manto Sipi Cree Nation, Bunibonibee Cree Nation, God's Lake First Nation and God's Lake Narrows Community Meetings

WELCOME!

to the East Side Transportation Initiative

COMMUNITY MEETING






PROJECT 6 ALL-SEASON ROAD
LINKING MANTO SIPI CREE NATION,
BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION

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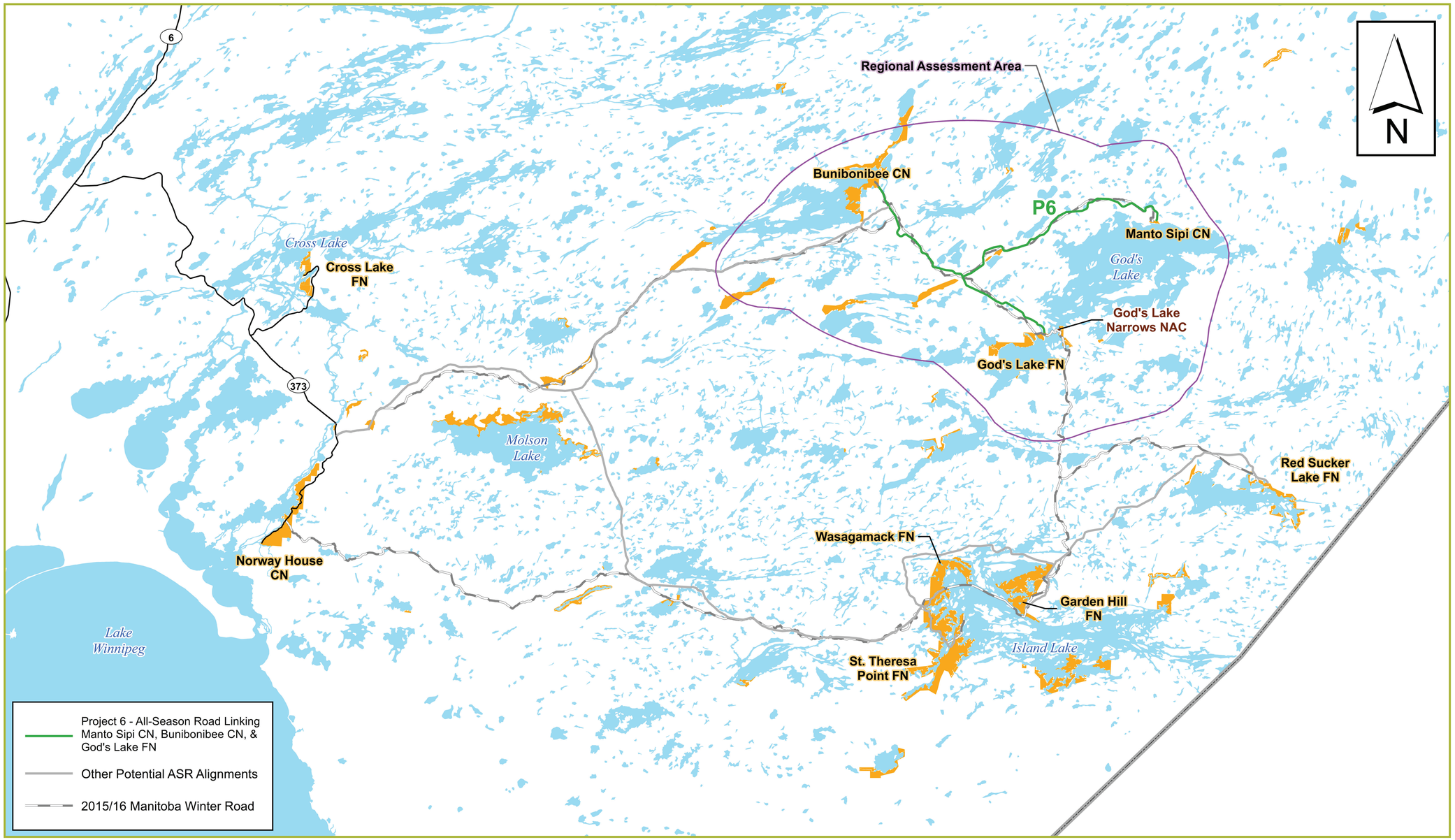
PROJECT 6 ALL-SEASON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION

EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS



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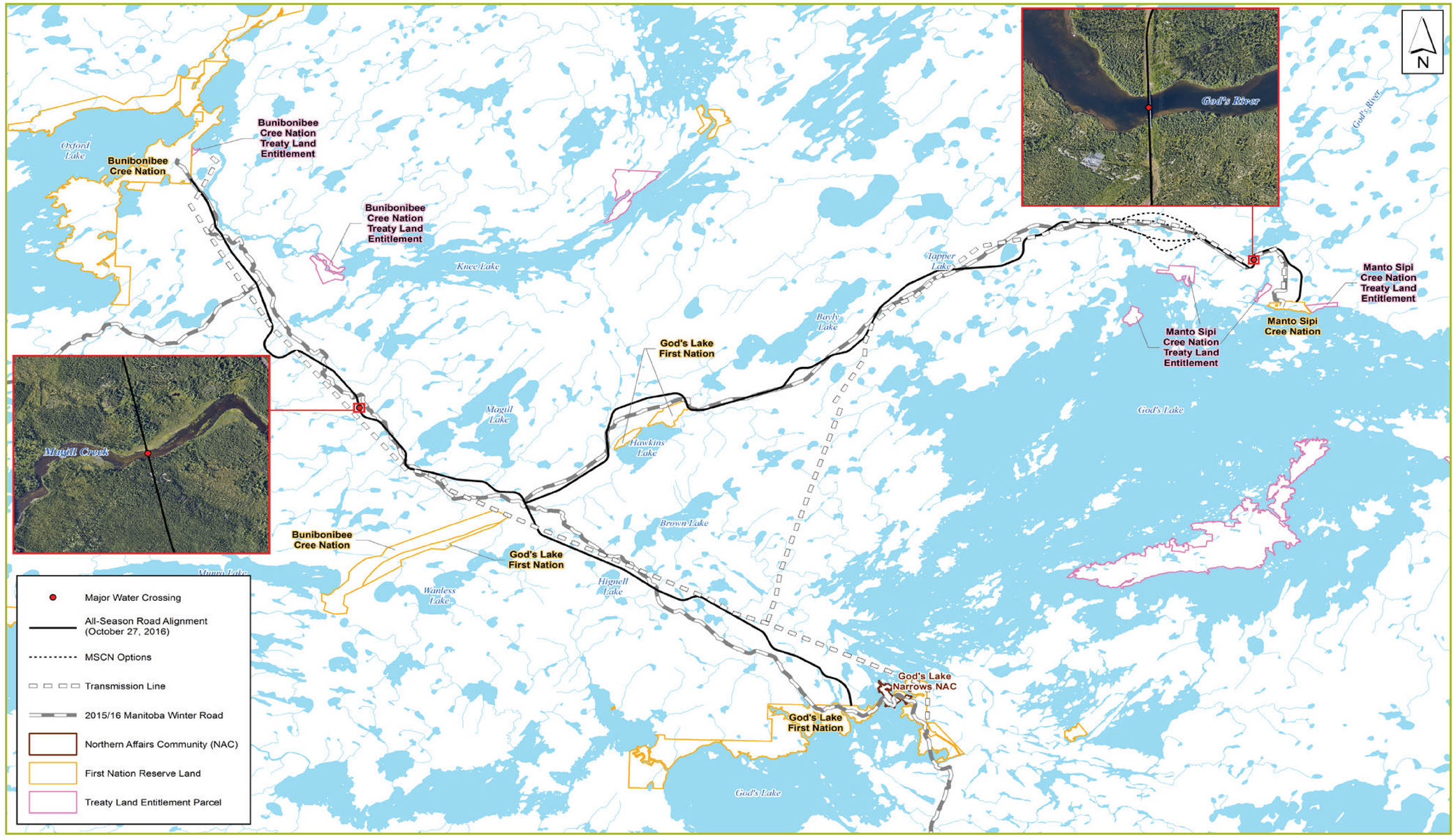
MAJOR WATER CROSSINGS



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PRE-ASSESSMENT COMMUNITY ENGAGEMENT

Since 2009, meetings have been held with Manto Sipi Cree Nation to discuss the Project and select the best road location



Community Meetings

March 24, 2016
February 17, 2012
July 4 and October 6, 2011
June 10, 2010
April 16 and September 22, 2009



Meetings with Chief and Council

October 25, 2016
September 24, 2013
January 31, 2013
October 6, 2011
September 22, 2009



Traditional Knowledge Studies, Workshops and Interviews

March 24 and April 26, 2016
January 13 - 20, 2016
September 24, 2015
April 16, 2009

BACKGROUND PLANNING

- 2000 Feasibility Study - assesses transportation options and the feasibility of a road network on the east side of Lake Winnipeg
- 2004 East Side Planning Initiative - generates "Promises to Keep" that identify all -season road planning as a priority objective

ROUTE CORRIDORS

- 2009-2011 Large Area Network Transportation Study
- Assesses network options and recommends route corridors
- Identifies possible road alignments

ROAD ALIGNMENTS

- Road Alignments Selection
- Local communities and other stakeholders assist with the selection of the preferred alignments to study in greater detail

FINAL ALIGNMENTS

- Environmental and Engineering Studies
- Environmental Impact Assessments to consider possible effects and mitigation
- Refinement of road alignments based on findings of baseline and engineering studies and community stakeholders and public input

Manitoba

PRE-ASSESSMENT COMMUNITY ENGAGEMENT

Since 2009, meetings have been held with Bunibonibee Cree Nation to discuss the Project and select the best road location



Community Meetings

February 17, 2016

September 27, 2012

June 11, 2010

July 13, 2009



Meetings with Chief and Council

November 1, 2016

May 18, 2010



Traditional Knowledge Studies, Workshops and Interviews

February 17 and March 29 to April 4, 2016

February 3, 2016

July 13, 2009

BACKGROUND PLANNING

- 2000 Feasibility Study - assesses transportation options and the feasibility of a road network on the east side of Lake Winnipeg
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ROUTE CORRIDORS

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PRE-ASSESSMENT COMMUNITY ENGAGEMENT

Since 2009, meetings have been held with God's Lake First Nation to discuss the Project and select the best road location







Community Meetings

January 6, 2016
November 4, 2014
June 9, 2010
April 17, 2009

Meetings with Chief and Council

October 25, 2016
July 15, 2014
May 10, 2010

Traditional Knowledge Studies, Workshops and Interviews

January 6 and March 22, 2016
November 19 - 26, 2015
October 6, 2015
April 17, 2009

BACKGROUND PLANNING

- 2000 Feasibility Study - assesses transportation options and the feasibility of a road network on the east side of Lake Winnipeg
- 2004 East Side Planning Initiative - generates "Promises to Keep" that identify all -season road planning as a priority objective

ROUTE CORRIDORS

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PRE-ASSESSMENT COMMUNITY ENGAGEMENT

Since 2009, meetings have been held with God's Lake Narrows to discuss the Project and select the best road location







Community Meetings
June 9, 2010
April 17, 2009

Meetings with Chief and Council
March 22, 2016
October 6, 2015
April 17, 2009

BACKGROUND PLANNING

- 2000 Feasibility Study - assesses transportation options and the feasibility of a road network on the east side of Lake Winnipeg
- 2004 East Side Planning Initiative - generates "Promises to Keep" that identify all -season road planning as a priority objective

ROUTE CORRIDORS

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EIA COMMUNITY ENGAGEMENT

Manitoba Infrastructure is conducting meetings with communities in the area to inform and obtain input on the project and Environmental Impact Assessment (EIA)
This engagement is not part of the Duty to Consult









Round 4 meetings were held with the communities on:

December 8, 2016 in Bunibonibee Cree Nation

December 9, 2016 in God's Lake First Nation and God's Lake Narrows

September 22, 2017 in Manto Sipi Cree Nation

Round 5 meetings were held with the communities on:

March 15, 2017 in Bunibonibee Cree Nation

March 24, 2017 in God's Lake First Nation and God's Lake Narrows

September 22, 2017 in Manto Sipi Cree Nation

The Purpose of the Round 4 and 5 meetings was to:

- Provide an overview of the proposed P6 All-Season Road project
- Inform the community of the overall EIA process
- Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
- Dialogue with the community about which Valued Components should be the focus of the EIA process
- Discuss potential effects and mitigation
- Discuss prior engagement

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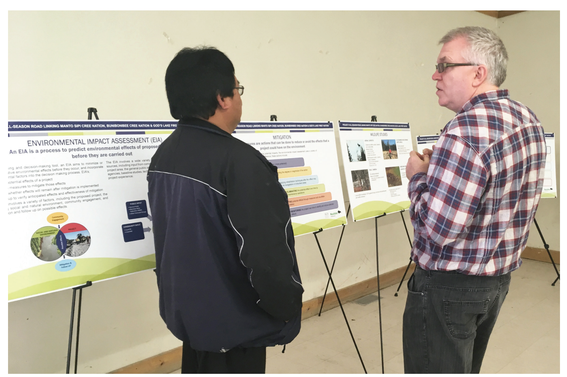
PROJECT 6 ALL-SEASON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION

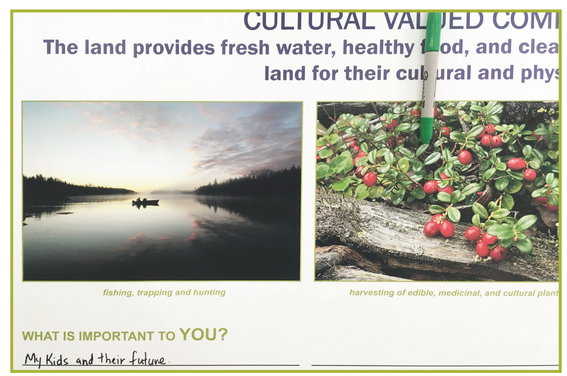
WHAT WE HEARD

During the Round 4 and 5 meeting, Manto Sipi Cree Nation shared the following with the Manitoba Infrastructure Team









Round 4 and 5

- Interest in P6 approval and construction timelines, timeframe seems long
- How long did it take to complete construction of Highway 373 from when it was first proposed
- Why is a road being built between the three communities before connecting to the Provincial road network
- Interest in when a connection to Thompson will be built after P6 connects the Cree communities
- Interested in EA process and who is involved in process. Is only the Chief and Council involved in the process
- Interest in what type of road P6 will be (ex: single or double lane, divided, gravel or paved)
- Questions were raised regarding what is happening in terms of the four options near the community
- Interest in whether the winter road will remain operational during construction of the all-season road
- Questions were raised regarding who will construct the road, what it will cost and who will get the maintenance contracts
- Interest in trapline areas that the road will go through
- A request was made for bumps on the winter road to be fixed
- Questions were raised regarding what kind of jobs would be available/created by the project and what type of education would be required to obtain these jobs

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WHAT WE HEARD

During Round 4 and 5 meetings, Bunibonibee Cree Nation shared the following with the Manitoba Infrastructure Team









Round 4

- Interest in how the TK collected will be used especially given the East Side Road Authority was absorbed by MI
- The EA schedule for P6 seems to be rushed
- The P5 ASR to PR 373 is long overdue and the process to construct ASRs is taking a long time P6 isn't a benefit unless the road to PR 373 is constructed
- ASRs are needed because of global warming and the limited amount of time winter roads are open
- MI should bring a summary of what the community said at this meeting to the next meeting
- There are lots of wolves and numbers are increasing. It was indicated that moose numbers are decreasing. There are lots of moose between Oxford House and Knee Lake
- Concerns regarding the price of goods and cost of living
- Youth should be more involved in the project. This could include getting students from the school to attend meetings, and have Chief and Council attend the meetings with the community
- Economic opportunities are important to Aboriginal communities
- In terms of wildlife VCs, other VCs to consider would be otter, fox, mink, wolverine and fisher. Wolves and beaver (which are VCs) were mentioned as being particularly important to the community
- The importance of wetlands as filters to the health of the environment was stressed and where wetlands will be crossed by the ASR they shouldn't be disturbed or destroyed
- Trapline and traps need to be respected during construction

Round 5

- Make copies of the PowerPoint presentation available at the community meeting
- Copies of the baseline studies should be made available to the community after Chief and Council
- Why does it take so long to get approvals to construct the ASR
- Interest in whether diamond mining could speed up getting the ASR
- Interest in why MI wants to engage the Manitoba Metis Federation about the Project
- Interest in whether there is an opportunity to dedicate memorials along the ASR (ex: bridges)
- Interest in culverts and how they may affect fish and beavers

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WHAT WE HEARD

During Round 4 and 5 meetings, God's Lake First Nation shared the following with the Manitoba Infrastructure Team









Round 4

- There is an interest in how the TK collected will be used especially given the East Side Road Authority was absorbed by MI
- Interest in the realignment history in the vicinity of the community
- Interest in contracts to work on the ASR
- Youth should be encouraged and specifically invited to attend the next meeting
- Magill Creek is also named Young Lady Creek. It's important for fishing and hunting (there's lots of geese, ducks and moose in the area)
- Less ducks are seen now but geese are about the same in numbers. There are less mallards, and ring-necked ducks are present in about the same numbers as mallards
- Geese, moose and caribou are hunted
- Ice/snow weather conditions make it dangerous to be on the land in the spring – there's a small window of time to get out on the land

Round 5

- The moose population in the area seems to be declining and it might be because of clearing in the area
- The ASR won't affect animals as they will return once construction is completed. The road may also attract animals
- MI should involve the youth of the community for input into the project and what to expect in the future
- Concern was expressed about how the ASR will affect traplines
- Concern was expressed about how the ASR will affect the community once it is constructed. Concerns include alcohol and drugs coming into the community, as well as new businesses such as American fishing camps using the community's resources without providing economic benefit to the community

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WHAT WE HEARD

During Round 4 and 5 meetings, God's Lake Narrows (Northern Affairs Community) shared the following with the Manitoba Infrastructure Team









Round 4

- Touchwood Lake and Knife Lake are important for moose. A lot of moose hunting occurs at Bayly Lake and Fishing Eagle
- Opening up the ASR will increase fishing and could increase the risk to introduce Zebra Mussels into God's Lake
- The young people will have a hard time/hard life as they will not have the land to survive
- The Elders will be gone by the time the ASR comes through
- Safety has to be a consideration – the road should be built well to avoid accidents (collisions)
- There should be more youth involvement. There should be other means of engagement and feedback
- Would like to see a permanent road between Oxford House, God's Lake Narrows, God's River and the Island Lake communities first. This would provide easier, safer and earlier access to these neighbouring communities. Complete the remainder of the East Side road up to Oxford House after "we" have intercommunity access
- The Project will provide much needed employment for our local and neighbouring Community (Island Lake) people. This would make our lives easier and safer

Round 5

- Animals get used to changes, and adapt to noise and people. Animals returned to the area where the airport is located after construction. Beavers are building dams at the end of the airstrip and the airplanes don't seem to bother them. There are also foxes in the vicinity of the airport and the noise doesn't seem to bother them
- Cranes nest on the east end of God's Lake annually so this area should be avoided during nesting season
- The EA for the P6 project seems to be thorough. Photos of other east side ASR projects look "beautiful"
- Issues raised by God's Lake First Nation are similar to those that God's Lake Narrows Northern Affairs Community have
- Concern at the lack of attendance at the meeting – it was noted community members have left to buy supplies as the winter road will be closed soon

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ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

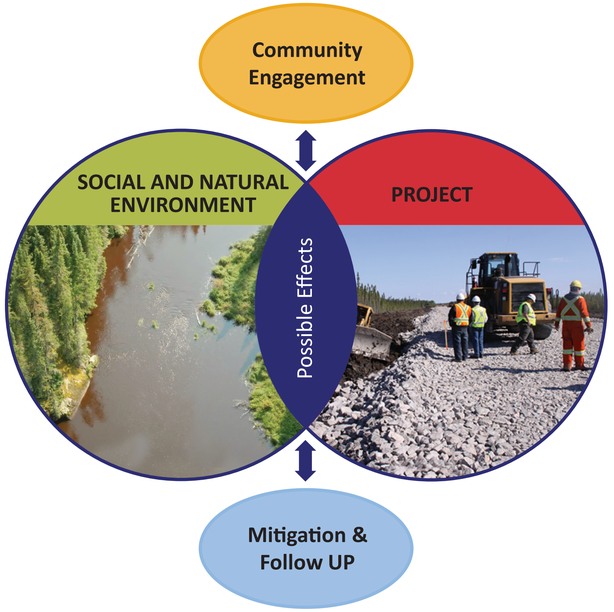
An EIA is a process to predict environmental effects of proposed projects before they are carried out

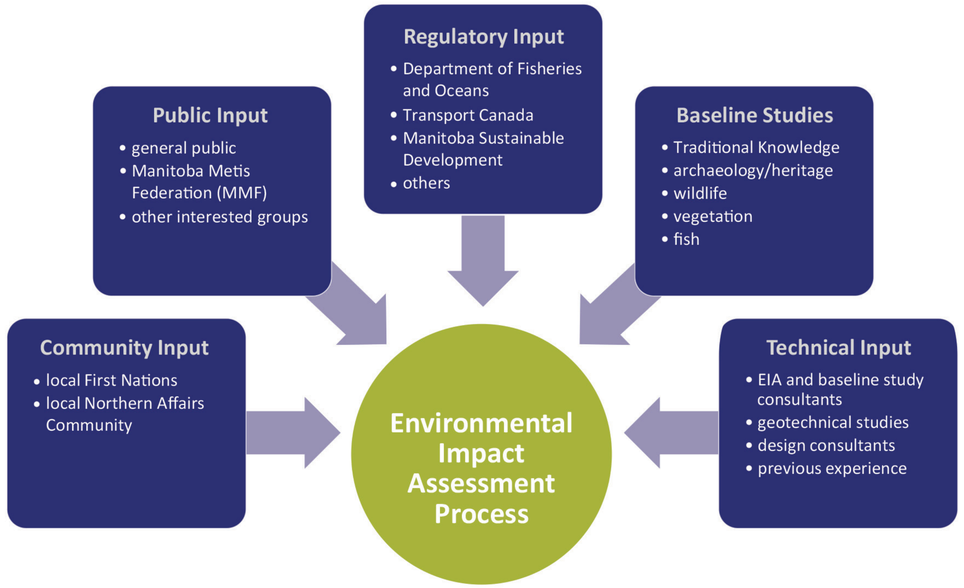
As a planning and decision-making tool, an EIA aims to minimize or avoid negative environmental effects before they occur, and incorporate environmental factors into the decision making process. EIA's;

- Identify potential effects of a project
- Propose measures to mitigate those effects
- Predict whether effects will remain after mitigation is implemented
- Follow up to verify anticipated effects and effectiveness of mitigation

An EIA involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement and mitigation and follow up on possible effects.

The EIA involves a wide variety of inputs from a diverse range of sources, including input from community and stakeholders in the immediate project area, the general public and other stakeholders groups, regulatory agencies, baseline studies, technical input from consultants and previous project experience.





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MITIGATION

Mitigation measures are actions that can be done to reduce or avoid the effects that a project could have on the environment

In terms of mitigating potential impacts, the environmental impact assessment uses a variety of actions. In order of preference, these actions include:

AVOID

- **AVOIDING** the effect altogether (most preferred)

MINIMIZE

- **MINIMIZING** effects by limiting the degree or magnitude of the action and its implementation

RESTORE

- **RESTORING** by applying rehabilitation techniques after the effect may have occurred, such as revegetation of disturbed areas

REDUCE OR ELIMINATE

- **REDUCING OR ELIMINATING** the potential effect over time by preservation and maintenance operations

OFFSET

- **OFFSETING** potential effects through measures such as offsite habitat creation

MONITOR

- **MONITORING** the project over time to identify and reduce potential effects

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MOOSE/CARIBOU

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Change in habitat		• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way	○	○	○
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas	○	○	○
Accidental wildlife-vehicle collisions		• Road design: improved sightlines, reduced speed, and signage on road	○	○	○
Increased access to resource areas		• Block temporary access roads after construction	○	○	○

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FURBEARERS

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES / NO / DON'T KNOW
Change in habitat		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species	○ ○ ○ ○ ○ ○ ○ ○ ○
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants	○ ○ ○ ○ ○ ○
Accidental wildlife-vehicle collisions		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers	○ ○ ○ ○ ○ ○
Increased access to resource areas		• Block temporary access roads after construction	○ ○ ○

Manitoba

BIRDS

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Change in habitat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge	○	○	○
Disturbance and displacement from noise		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period	○	○	○
Disturbance of existing nests		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests	○	○	○
Increased access to resource areas		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way	○	○	○

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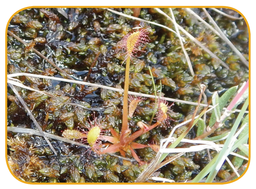
VEGETATION

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Removal of trees and shrubs in construction areas		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area	○ ○	○ ○	○ ○
Loss of species of concern and habitat from clearing activities		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern	○ ○	○ ○	○ ○
Spread of invasive and non-native species		• Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species	○ ○	○ ○	○ ○
Change in wetland subsurface water flow		• Maintain subsurface water flow through design and installation of equalization culverts	○	○	○
Increased access to resource areas		• Block access roads after construction	○	○	○

Manitoba

FISH, REPTILES AND AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES / NO / DON'T KNOW
Habitat loss or change in productivity		• Avoid critical reproduction period and locations • No work below the high water mark in spring	○ ○ ○ ○ ○ ○
Change in water quality from sediment		• Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control	○ ○ ○ ○ ○ ○
Improved access to waterways		• Block access roads after construction	○ ○ ○
Blocked movements		• Design culverts for passage and natural flow	○ ○ ○
Changes in water flows		• Design culverts for passage and natural flow	○ ○ ○
Harm from accidental spills		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses	○ ○ ○ ○ ○ ○
Introduction of non-native species from equipment		• Ensure equipment working beside or in water has been properly cleaned	○ ○ ○

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HERITAGE AND CULTURAL SITES

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Loss or disturbance to heritage, culture (sacred) or community use sites		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction	○	○	○
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land	○	○	○
		• Limit equipment and workers to construction areas	○	○	○
		• Block temporary access roads after construction	○	○	○

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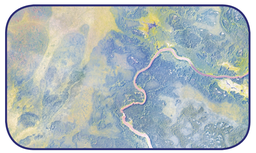
TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Loss of traditionally used plants from clearing		• Map important traditional use areas for project planning and design (routing and set backs)	○	○	○
Change to moose/caribou distribution affecting hunting		• Protect moose and caribou *(see boards)*	○	○	○
Change to furbearer distribution affecting trapping		• Protect furbearers *(see boards)* • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails	○ ○ ○	○ ○ ○	○ ○ ○
Change in fishery harvest and collection of aquatic plants and fish eggs		• Protect fish, reptiles, amphibians *(see boards)*	○	○	○
Limiting travel routes for resource harvesting		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages	○	○	○
Increased access to resource areas		• Block temporary access roads after construction	○	○	○

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Annex A4-4:
Display Boards – Winnipeg Public Open House No.2

WELCOME!

to the East Side Transportation Initiative

PUBLIC OPEN HOUSE









PROJECT 6 ALL-SEASON ROAD
LINKING MANTO SIPI CREE NATION,
BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION

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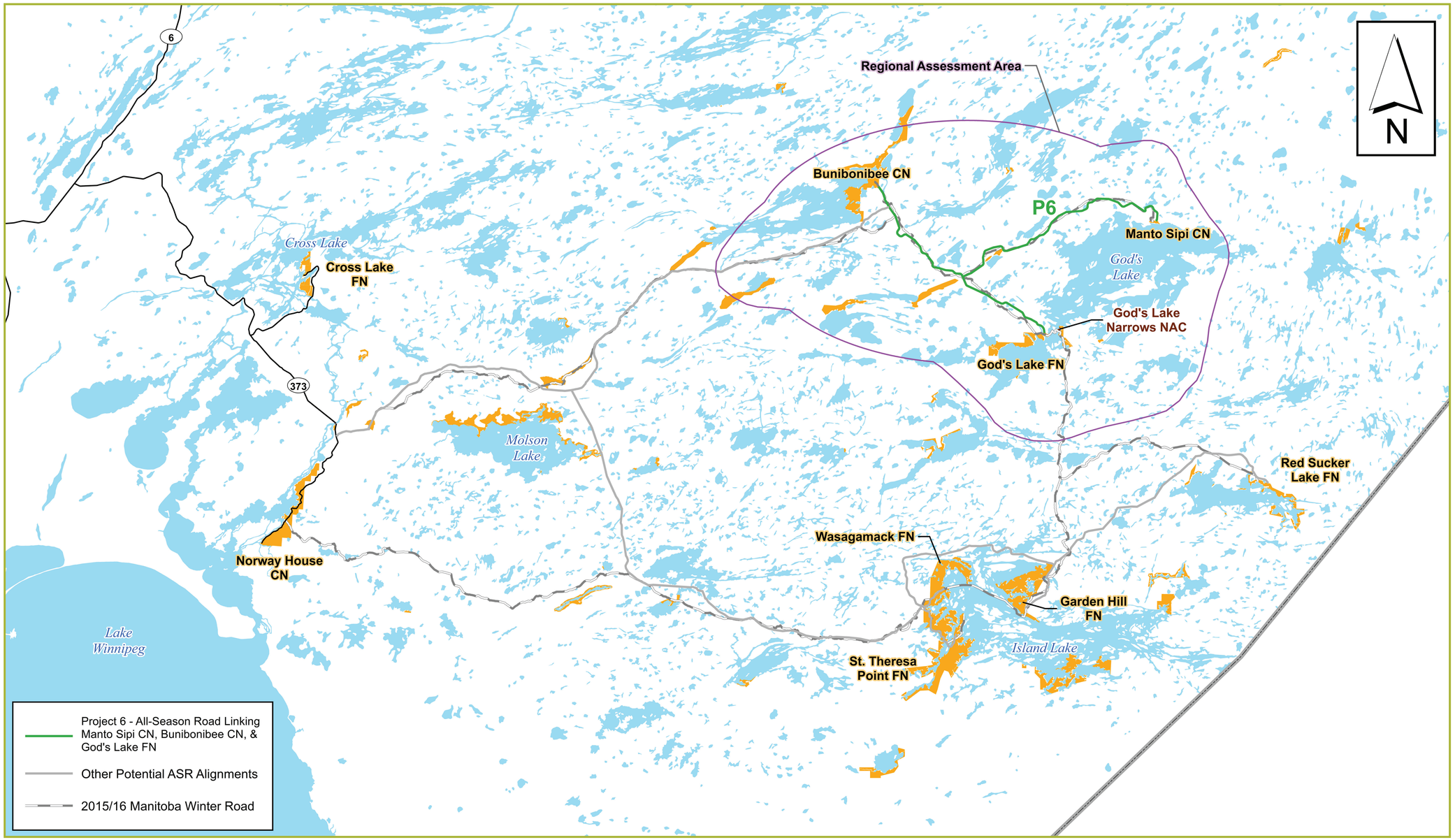
PROJECT 6 ALL-SEASON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION

EAST SIDE ROAD NORTHERN PROJECT ALIGNMENTS



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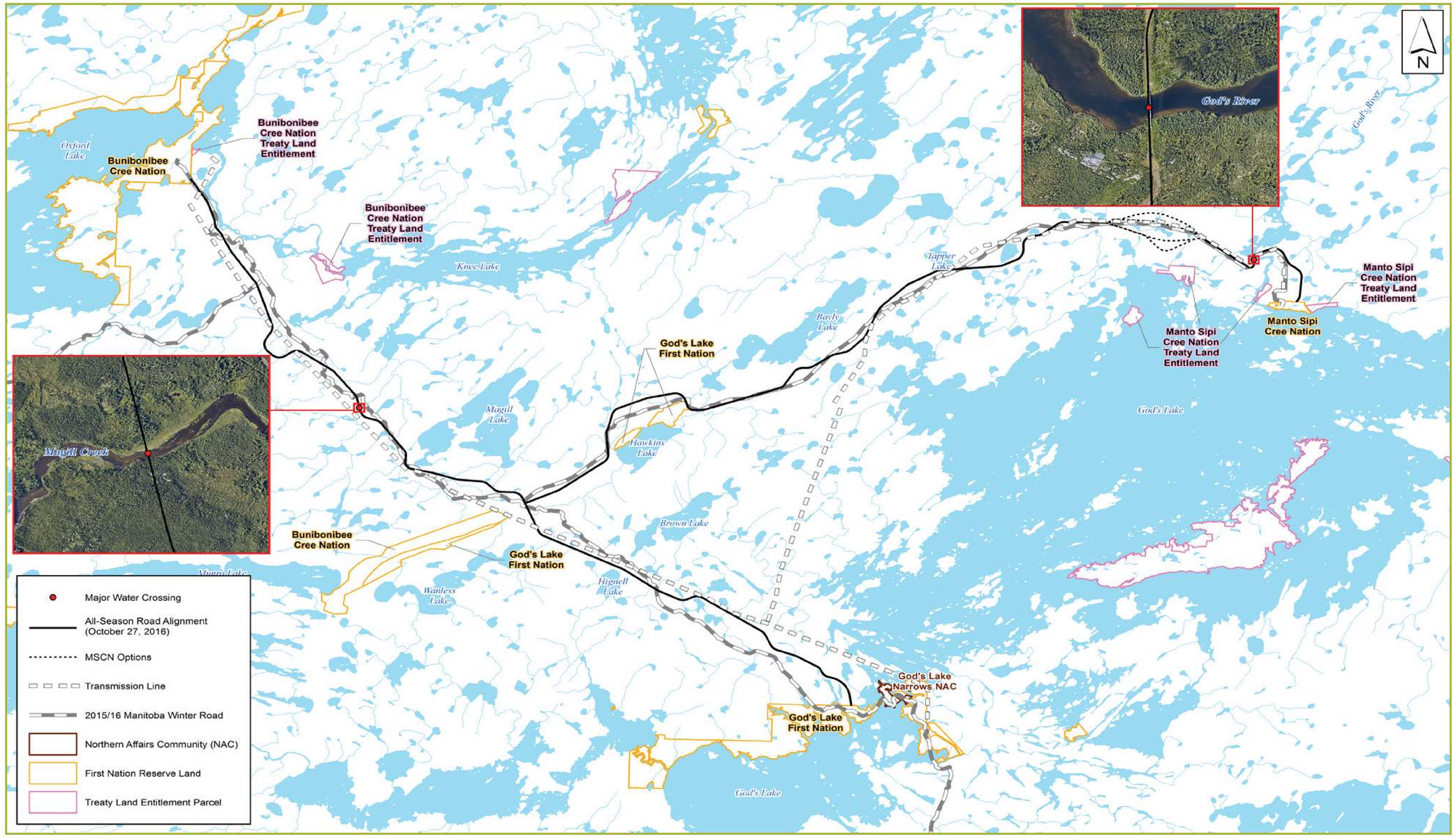
MAJOR WATER CROSSINGS



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EIA COMMUNITY ENGAGEMENT

Manitoba Infrastructure is conducting meetings with communities in the area to inform and obtain input on the project and Environmental Impact Assessment (EIA)
This engagement is not part of the Duty to Consult









Round 4 meetings were held with the communities on:

December 8, 2016 in Bunibonibee Cree Nation

December 9, 2016 in God's Lake First Nation and God's Lake Narrows

Round 5 meetings were held with the communities on:

March 15, 2017 in Bunibonibee Cree Nation

March 24, 2017 in God's Lake First Nation and God's Lake Narrows

September 22, 2017 in Manto Sipi Cree Nation (Round 4 and 5)

Round 6 meetings were held with the communities on:

November 6, 2017 in Bunibonibee Cree Nation

November 7, 2017 in God's Lake First Nation and God's Lake Narrows

To be scheduled in Manto Sipi Cree Nation

The Purpose of the in community meetings was to:

- Provide an overview of the proposed P6 All-Season Road project
- Inform the community of the overall EIA process
- Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
- Dialogue with the community about which Valued Components should be the focus of the EIA process
- Discuss potential effects and mitigation
- Discuss prior engagement

Manitoba

PROJECT 6 ALL-SEASON ROAD LINKING MANTO SIPI CREE NATION, BUNIBONIBEE CREE NATION AND GOD'S LAKE FIRST NATION

EIA PUBLIC ENGAGEMENT

Manitoba Infrastructure held an Open House on May 17, 2017 to inform and obtain input on the project and Environmental Impact Assessment (EIA)









The Purpose of the meeting was to:

- Provide an overview of the proposed P6 All-Season Road project
- Inform the public of the overall EIA process
- Discuss how the proposed road alignment has evolved based on feedback to avoid sensitive areas
- Dialogue with the public about which Valued Components should be the focus of the EIA process
- Discuss potential effects and mitigation

What We Heard From You:

- Interest in the Heritage Resources Impact Assessment and baseline studies
- Wolves are likely the reason for the decline in the moose population
- Poaching may increase with better access
- Interest in sensitive caribou sites or calving areas
- Potential for invasive species such as zebra mussels with better access
- Interest in the sequence and timeline of the road construction
- The Project will improve the quality of life of members in the directly affected communities
- All wildlife and pristine wilderness are important
- Wildlife Valued Components include marten, black bear, moose, wolverine and mink
- Interested in access to more Project information through a website
- Interest in how the Project may affect bear, wolf and moose hunting related to lodges/outfitters

Manitoba

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ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

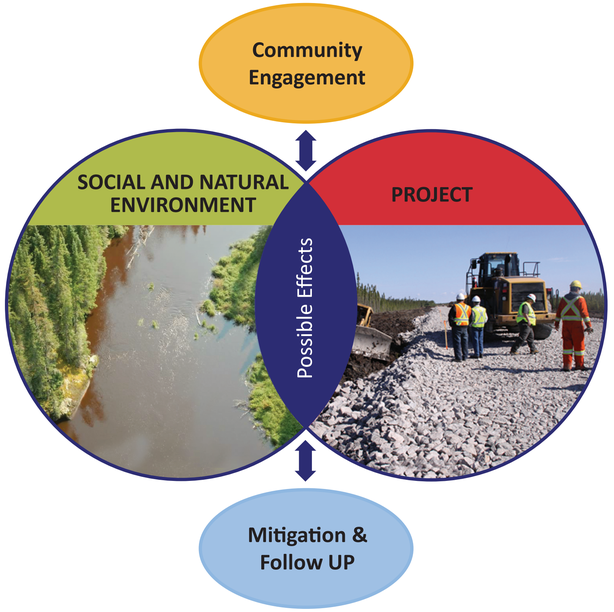
An EIA is a process to predict environmental effects of proposed projects before they are carried out

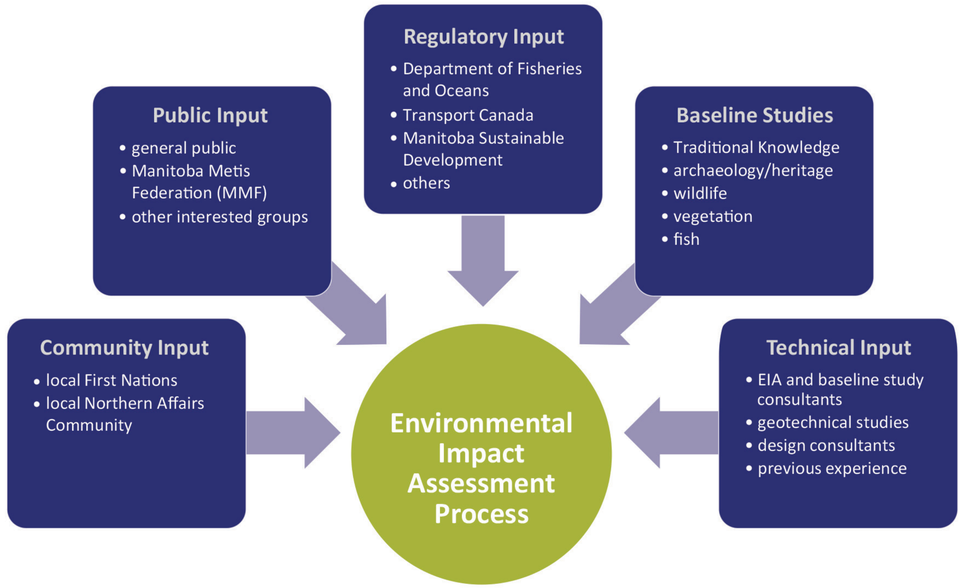
As a planning and decision-making tool, an EIA aims to minimize or avoid negative environmental effects before they occur, and incorporate environmental factors into the decision making process. EIA's;

- Identify potential effects of a project
- Propose measures to mitigate those effects
- Predict whether effects will remain after mitigation is implemented
- Follow up to verify anticipated effects and effectiveness of mitigation

An EIA involves a variety of factors, including the proposed project, the existing social and natural environment, community engagement and mitigation and follow up on possible effects.

The EIA involves a wide variety of inputs from a diverse range of sources, including input from community and stakeholders in the immediate project area, the general public and other stakeholders groups, regulatory agencies, baseline studies, technical input from consultants and previous project experience.





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MITIGATION

Mitigation measures are actions that can be done to reduce or avoid the effects that a project could have on the environment

In terms of mitigating potential impacts, the environmental impact assessment uses a variety of actions. In order of preference, these actions include:

AVOID

- **AVOIDING** the effect altogether (most preferred)

MINIMIZE

- **MINIMIZING** effects by limiting the degree or magnitude of the action and its implementation

RESTORE

- **RESTORING** by applying rehabilitation techniques after the effect may have occurred, such as revegetation of disturbed areas

REDUCE OR ELIMINATE

- **REDUCING OR ELIMINATING** the potential effect over time by preservation and maintenance operations

OFFSET

- **OFFSETING** potential effects through measures such as offsite habitat creation

MONITOR

- **MONITORING** the project over time to identify and reduce potential effects

Manitoba

MOOSE/CARIBOU

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Change in habitat		• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way	○	○	○
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas	○	○	○
Accidental wildlife-vehicle collisions		• Road design: improved sightlines, reduced speed, and signage on road	○	○	○
Increased access to resource areas		• Block temporary access roads after construction	○	○	○

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FURBEARERS

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES / NO / DON'T KNOW
Change in habitat		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species	○ ○ ○ ○ ○ ○ ○ ○ ○
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants	○ ○ ○ ○ ○ ○
Accidental wildlife-vehicle collisions		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers	○ ○ ○ ○ ○ ○
Increased access to resource areas		• Block temporary access roads after construction	○ ○ ○

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BIRDS

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Change in habitat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge	○	○	○
Disturbance and displacement from noise		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period	○	○	○
Disturbance of existing nests		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests	○	○	○
Increased access to resource areas		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way	○	○	○

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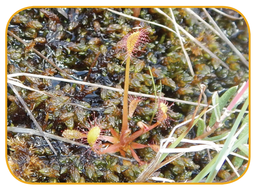
VEGETATION

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Removal of trees and shrubs in construction areas		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area	○ ○	○ ○	○ ○
Loss of species of concern and habitat from clearing activities		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern	○ ○	○ ○	○ ○
Spread of invasive and non-native species		• Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species	○ ○	○ ○	○ ○
Change in wetland subsurface water flow		• Maintain subsurface water flow through design and installation of equalization culverts	○	○	○
Increased access to resource areas		• Block access roads after construction	○	○	○

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FISH, REPTILES AND AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION YES / NO / DON'T KNOW
Habitat loss or change in productivity		• Avoid critical reproduction period and locations • No work below the high water mark in spring	○ ○ ○ ○ ○ ○
Change in water quality from sediment		• Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control	○ ○ ○ ○ ○ ○
Improved access to waterways		• Block access roads after construction	○ ○ ○
Blocked movements		• Design culverts for passage and natural flow	○ ○ ○
Changes in water flows		• Design culverts for passage and natural flow	○ ○ ○
Harm from accidental spills		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses	○ ○ ○ ○ ○ ○
Introduction of non-native species from equipment		• Ensure equipment working beside or in water has been properly cleaned	○ ○ ○

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HERITAGE AND CULTURAL SITES

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Loss or disturbance to heritage, culture (sacred) or community use sites		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction	○	○	○
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land	○	○	○
		• Limit equipment and workers to construction areas	○	○	○
		• Block temporary access roads after construction	○	○	○

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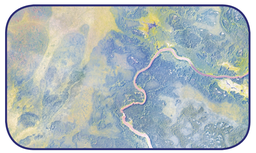
TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION	DO YOU WANT MI TO USE THIS MITIGATION		
			YES	NO	DON'T KNOW
Loss of traditionally used plants from clearing		• Map important traditional use areas for project planning and design (routing and set backs)	○	○	○
Change to moose/caribou distribution affecting hunting		• Protect moose and caribou *(see boards)*	○	○	○
Change to furbearer distribution affecting trapping		• Protect furbearers *(see boards)* • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails	○ ○ ○	○ ○ ○	○ ○ ○
Change in fishery harvest and collection of aquatic plants and fish eggs		• Protect fish, reptiles, amphibians *(see boards)*	○	○	○
Limiting travel routes for resource harvesting		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages	○	○	○
Increased access to resource areas		• Block temporary access roads after construction	○	○	○

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Annex A4-5:

Presentation – Manto Sipi Cree Nation Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

Environmental Assessment Summary (Round 6) - Presentation to Manto Sipi Cree Nation
February 22, 2018

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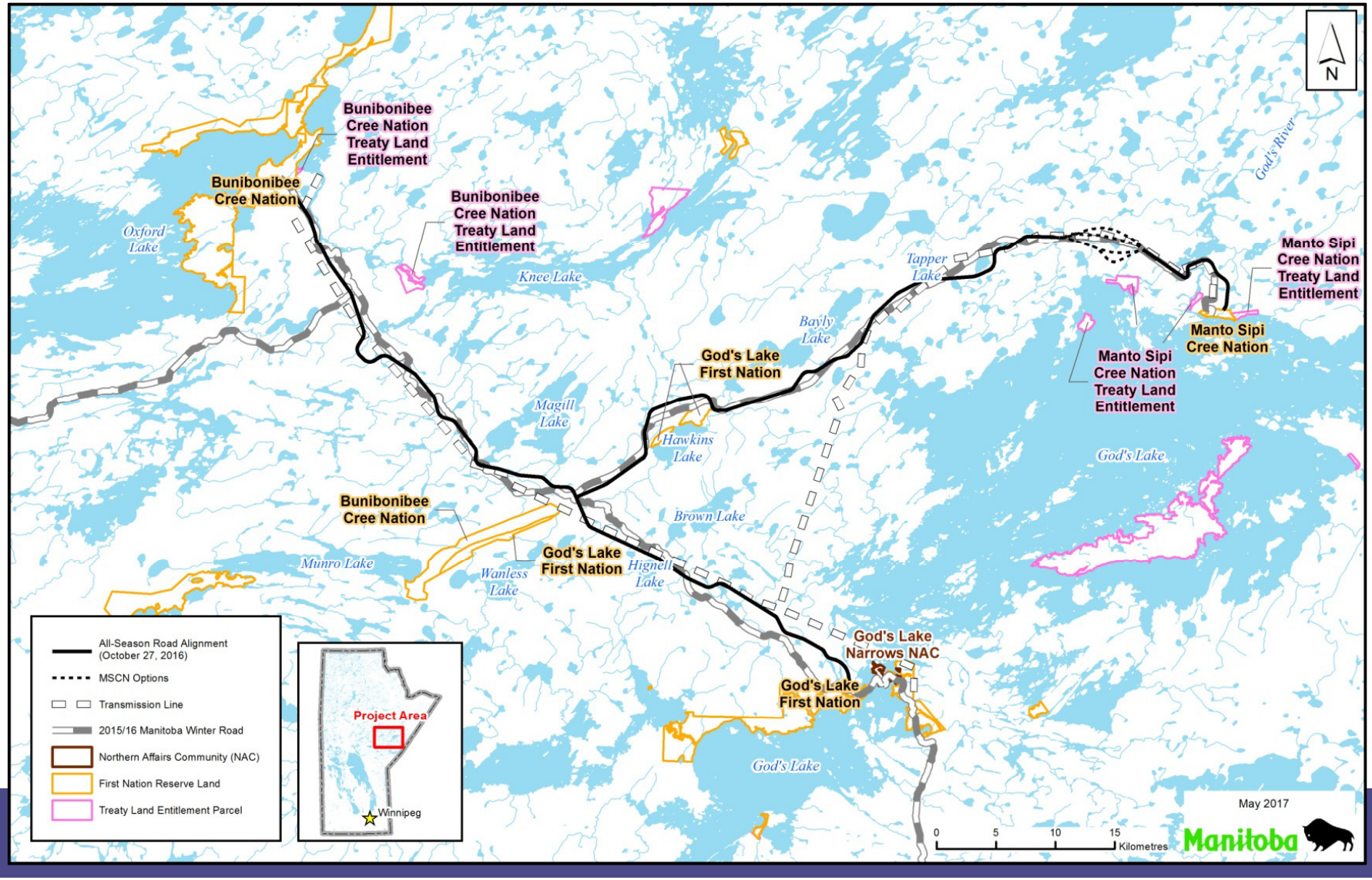
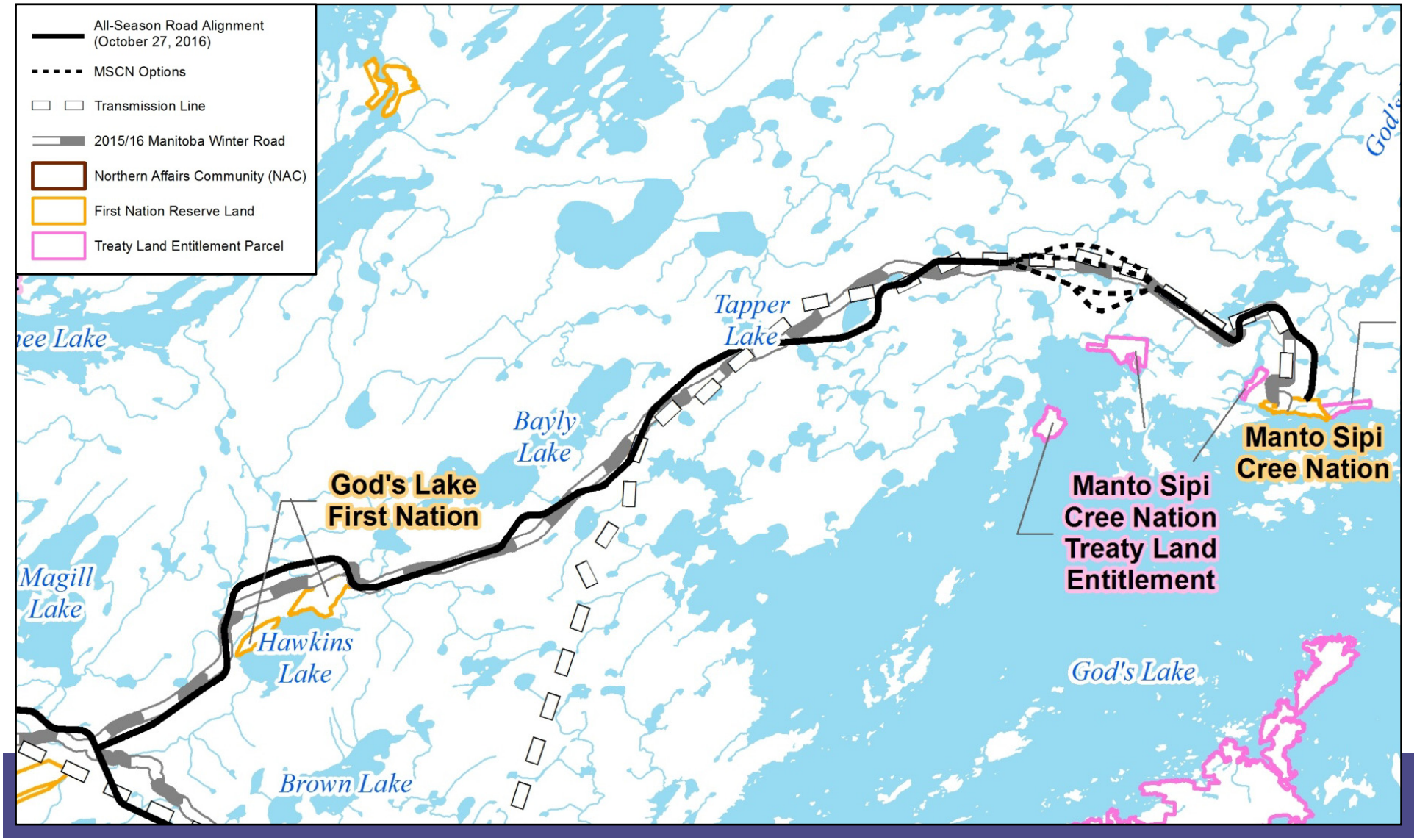
Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Discuss the previous meeting
- Summarize potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

Project P6 – All-Season Road



Project P6 – All-Season Road



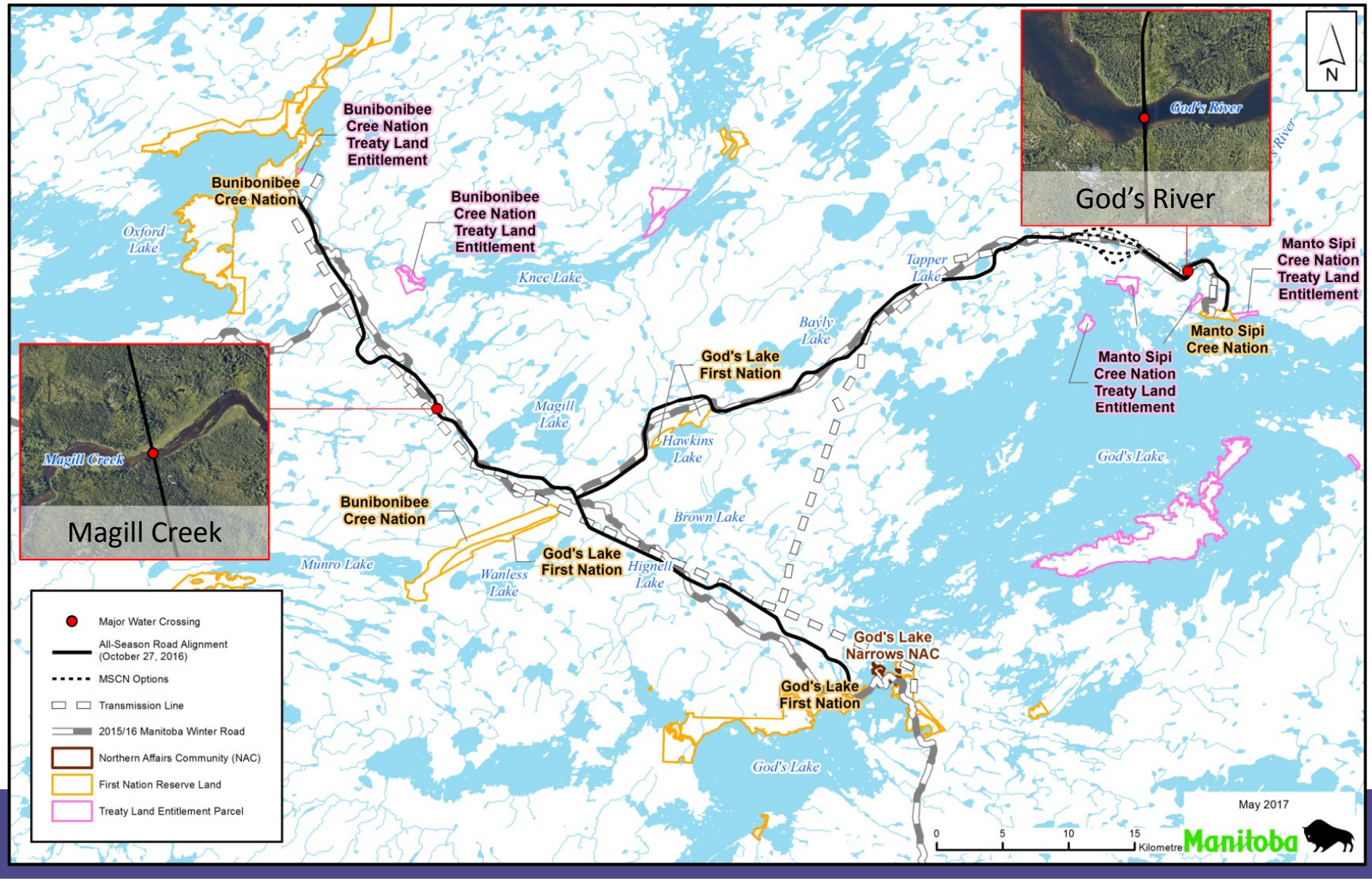
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 51 minor crossings or drainage equalization culverts





Major Water Crossings



Prior Community Discussions

- Since 2009, meetings have been held with Manto Sipi to discuss the project and select the best road location
  - Community Meetings
    - March 24, 2016
    - February 17, 2012
    - July 4 and October 6, 2011
    - June 10, 2010
    - April 16 and September 22, 2009
  - Meetings with Chief and Council
    - October 25, 2016
    - September 24, 2013
    - January 31, 2013
    - October 6, 2011
    - September 22, 2009





Prior Community Discussions

- Traditional Knowledge (TK) Studies, Workshops and Interviews
  - March 24 and April 26, 2016
  - January 13 - 20, 2016
  - September 24, 2015
  - April 16, 2009





- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input
- Specifically for the EA a meeting was held on September 22, 2017 (Round 4 and 5 combined)

Round 4 and 5 Meeting

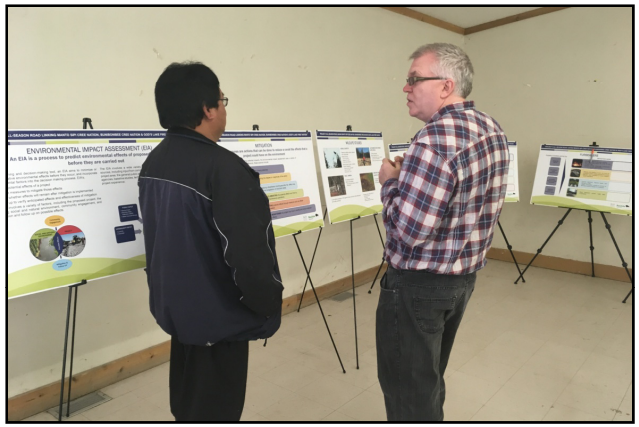
- Was held on September 22, 2017
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Inform the community of the overall Environmental Assessment (EA) process
  - Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
  - Dialogue with the community about which Valued Components should be the focus of the EA process
  - Discuss potential effects and possible mitigation measures

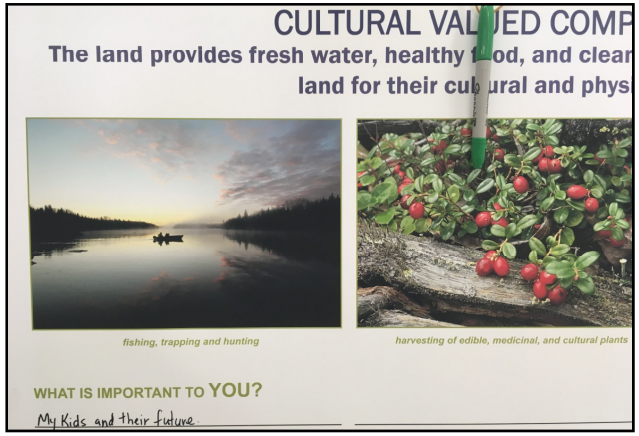




Summary of What We Heard – Round 4 and 5 Meeting

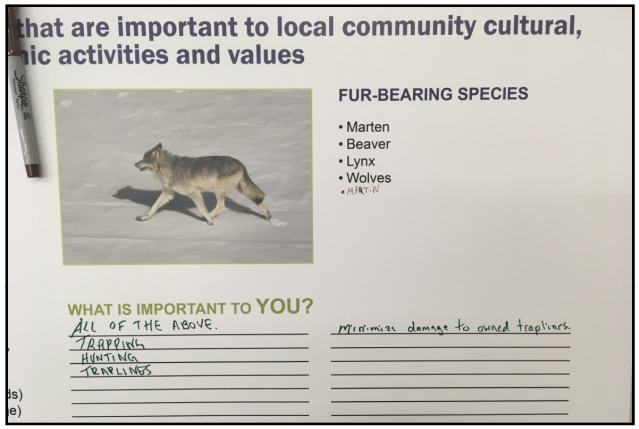
- What we heard from you:
  - Interest in P6 approval and construction timelines, timeframe seems long
  - How long did it take to complete construction of Highway 373 from when it was first proposed
  - Why is a road being built between the three communities before connecting to the Provincial road network
  - Interest in when a connection to Thompson will be built after P6 connects the Cree communities
  - Interested in EA process and who is involved in process. Is only the Chief and Council involved in the process
  - Interest in what type of road P6 will be (ex: single or double lane, divided, gravel or paved)

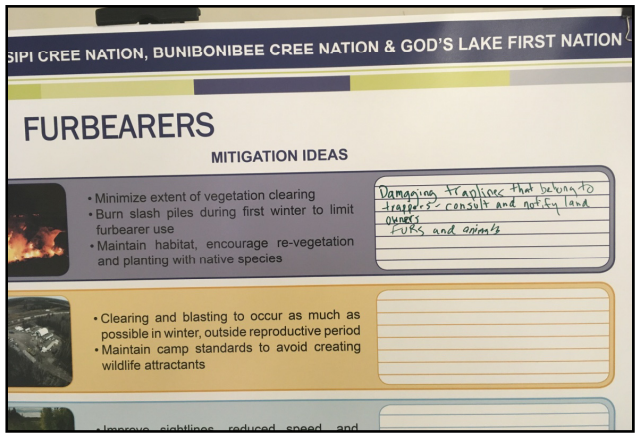




Summary of What We Heard – Round 4 and 5 Meeting

- What we heard from you (continued):
  - Questions were raised regarding what is happening in terms of the four options near the community
  - Interest in whether the winter road will remain operational during construction of the all-season road
  - Questions were raised regarding who will construct the road, what it will cost and who will get the maintenance contracts
  - Questions were raised regarding types of jobs created by the project and education required
  - Interest in trapline areas that the road will go through
  - A request was made for bumps on the winter road to be fixed

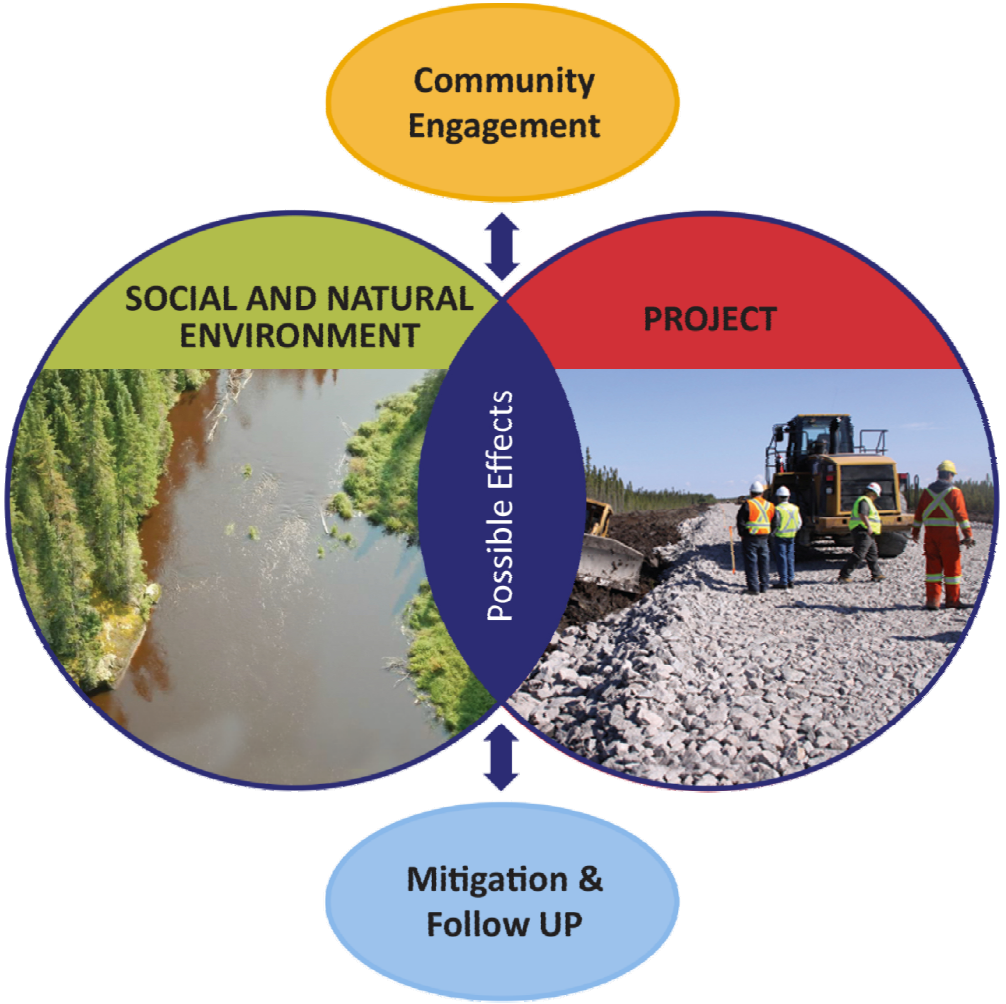




What Is Environmental Assessment





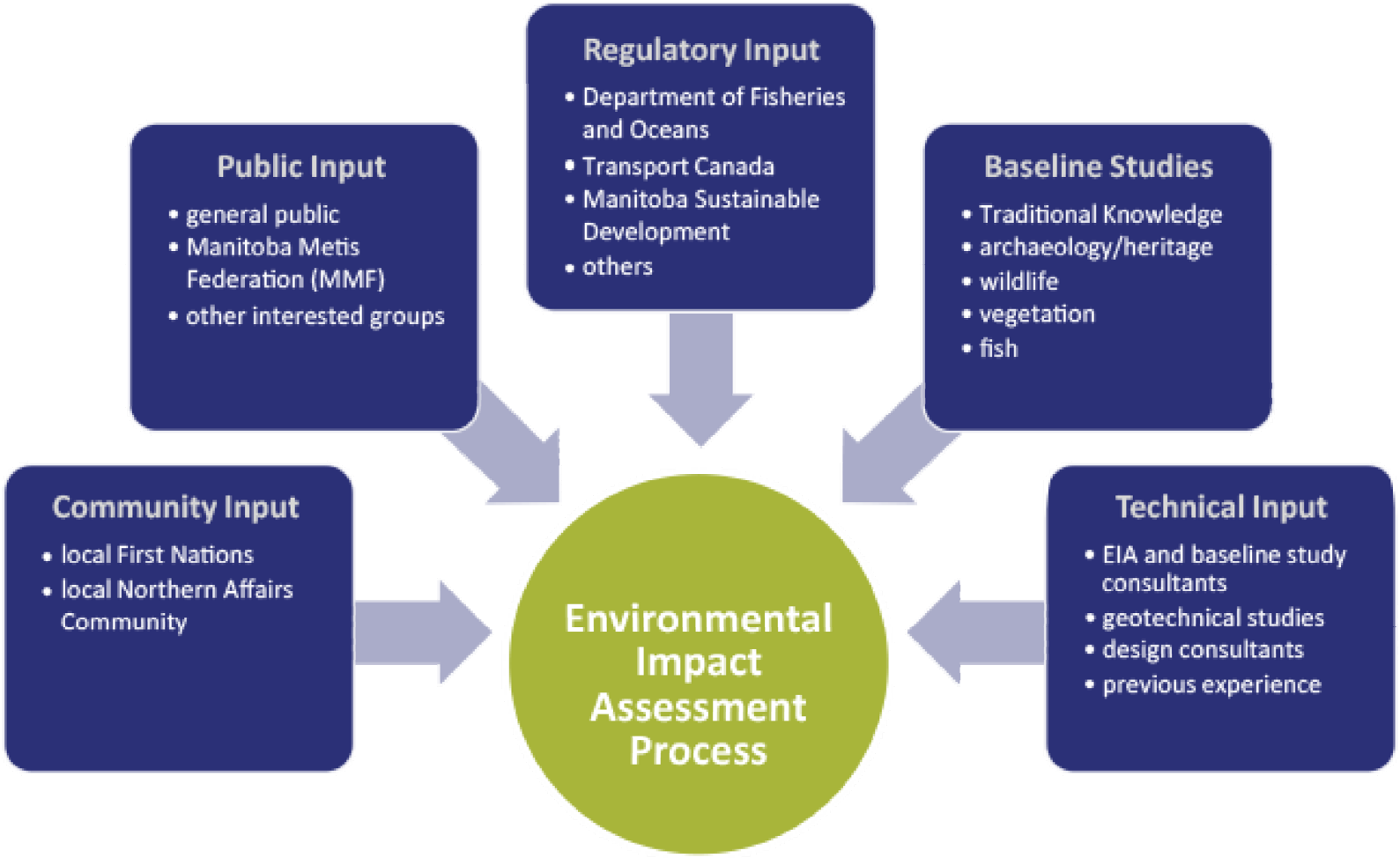


Baseline Data



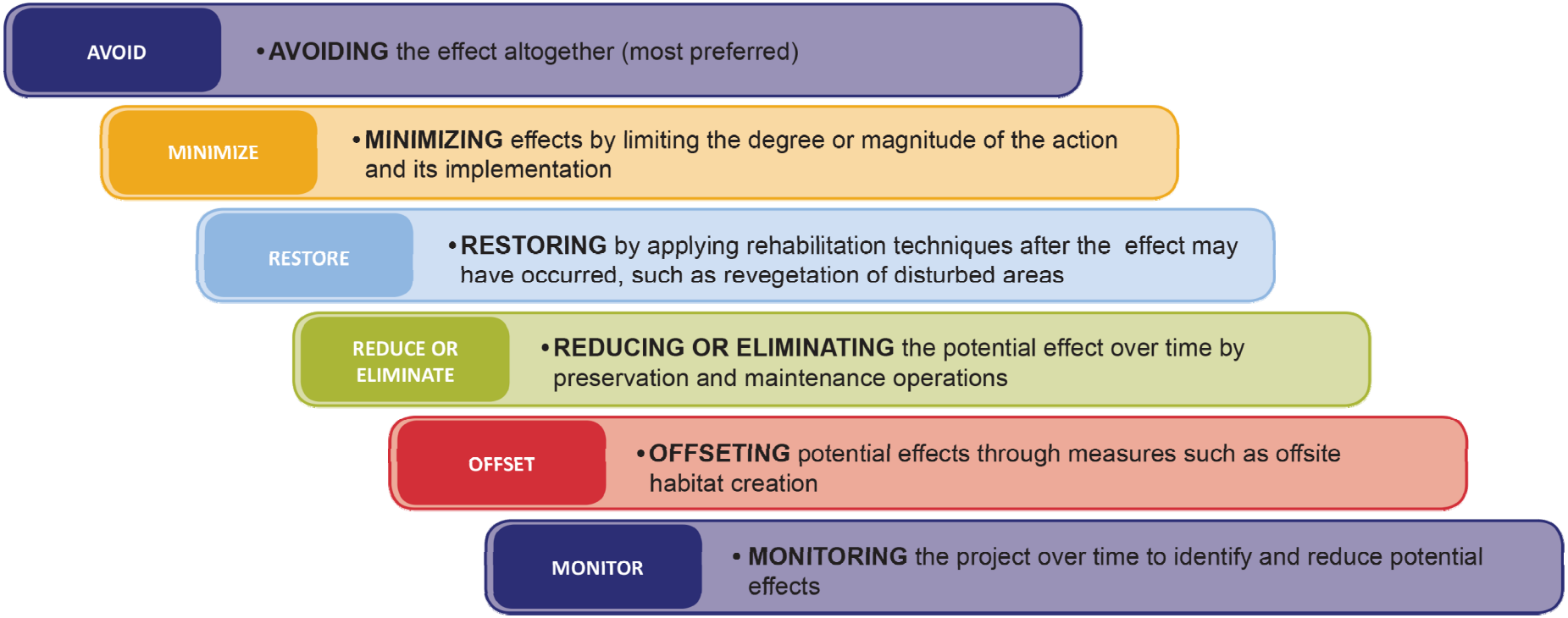
- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Assessment
- Used to assist in project design and construction

Inputs Into The EA Process



How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment.



Potential Effects
Moose and Caribou

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
Accidental wildlife-vehicle collisions		• Road design: improved sightlines, reduced speed, and signage on road
Increased access to resource areas		• Block temporary access roads after construction

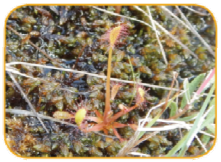
Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
Accidental wildlife-vehicle collisions		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
Increased access to resource areas		• Block temporary access roads after construction

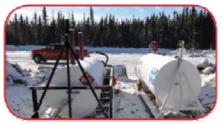
Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
Disturbance and displacement from noise		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
Disturbance of existing nests		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
Increased access to resource areas		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

Potential Effects Vegetation

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Removal of trees and shrubs in construction areas		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area
Loss of species of concern and habitat from clearing activities		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern
Spread of invasive and non-native species		• Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species
Change in wetland subsurface water flow		• Maintain subsurface water flow through design and installation of equalization culverts
Increased access to resource areas		• Block access roads after construction

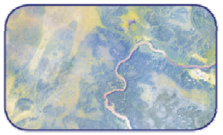
Potential Effects
Fish, Reptiles and Amphibians

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Habitat loss or change in productivity		• Avoid critical reproduction period and locations • No work below the high water mark in spring
Change in water quality from sediment		• Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control
Improved access to waterways		• Block access roads after construction
Blocked movements		• Design culverts for passage and natural flow
Changes in water flows		• Design culverts for passage and natural flow
Harm from accidental spills		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses
Introduction of non-native species from equipment		• Ensure equipment working beside or in water has been properly cleaned

Potential Effects
Heritage and Cultural Sites

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss or disturbance to heritage, culture (sacred) or community use sites		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land
		• Limit equipment and workers to construction areas
		• Block temporary access roads after construction

Potential Effects
Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss of traditionally used plants from clearing		• Map important traditional use areas for project planning and design (routing and set backs)
Change to moose/caribou distribution affecting hunting		• Protect moose and caribou *(see boards)*
Change to furbearer distribution affecting trapping		• Protect furbearers *(see boards)* • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
Change in fishery harvest and collection of aquatic plants and fish eggs		• Protect fish, reptiles, amphibians *(see boards)*
Limiting travel routes for resource harvesting		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
Increased access to resource areas		• Block temporary access roads after construction

Schedule

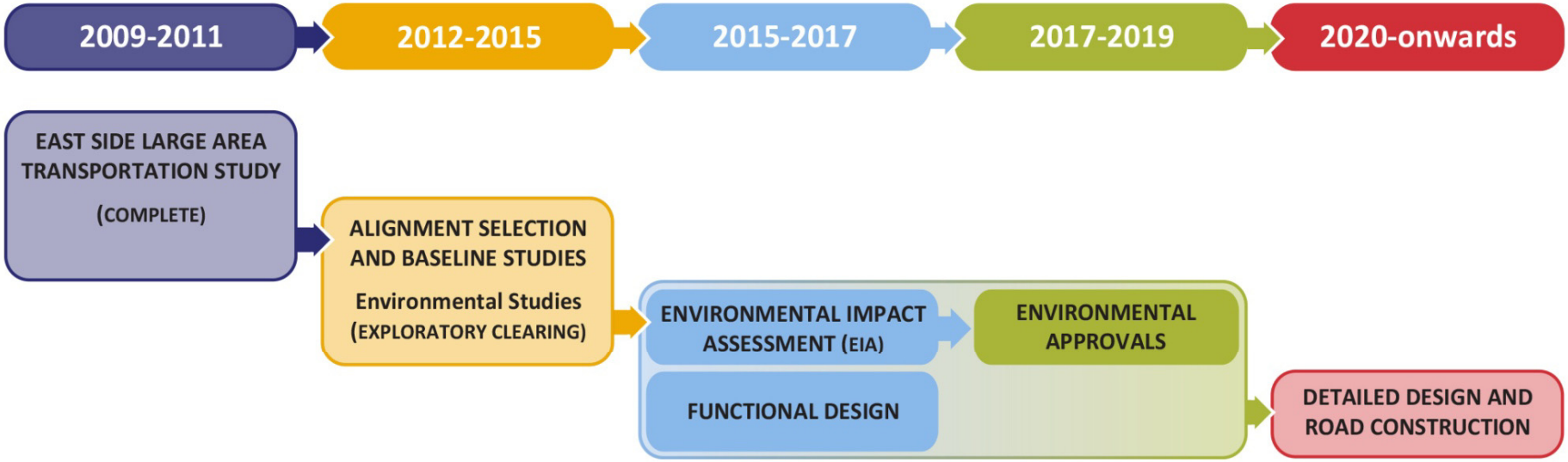

2009-2011
2012-2015
2015-2017
2017-2019
2020-onwards
EAST SIDE LARGE AREA TRANSPORTATION STUDY
(COMPLETE)
ALIGNMENT SELECTION AND BASELINE STUDIES
Environmental Studies
(EXPLORATORY CLEARING)
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN AND ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

- We want to hear and learn from you!
- Write on the boards
- Tell us what is important to you, and what should be considered
- Please complete a comment sheet

Next Steps:

- Finalize the Environmental Impact Statement and submit to federal and provincial regulators by early 2018
- On-going communication and dialogue with the communities


Moose


Caribou

Thank you for your participation



Contact Information:

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Manitoba

Annex A4-6:

Presentation – Bunibonibee Cree Nation Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

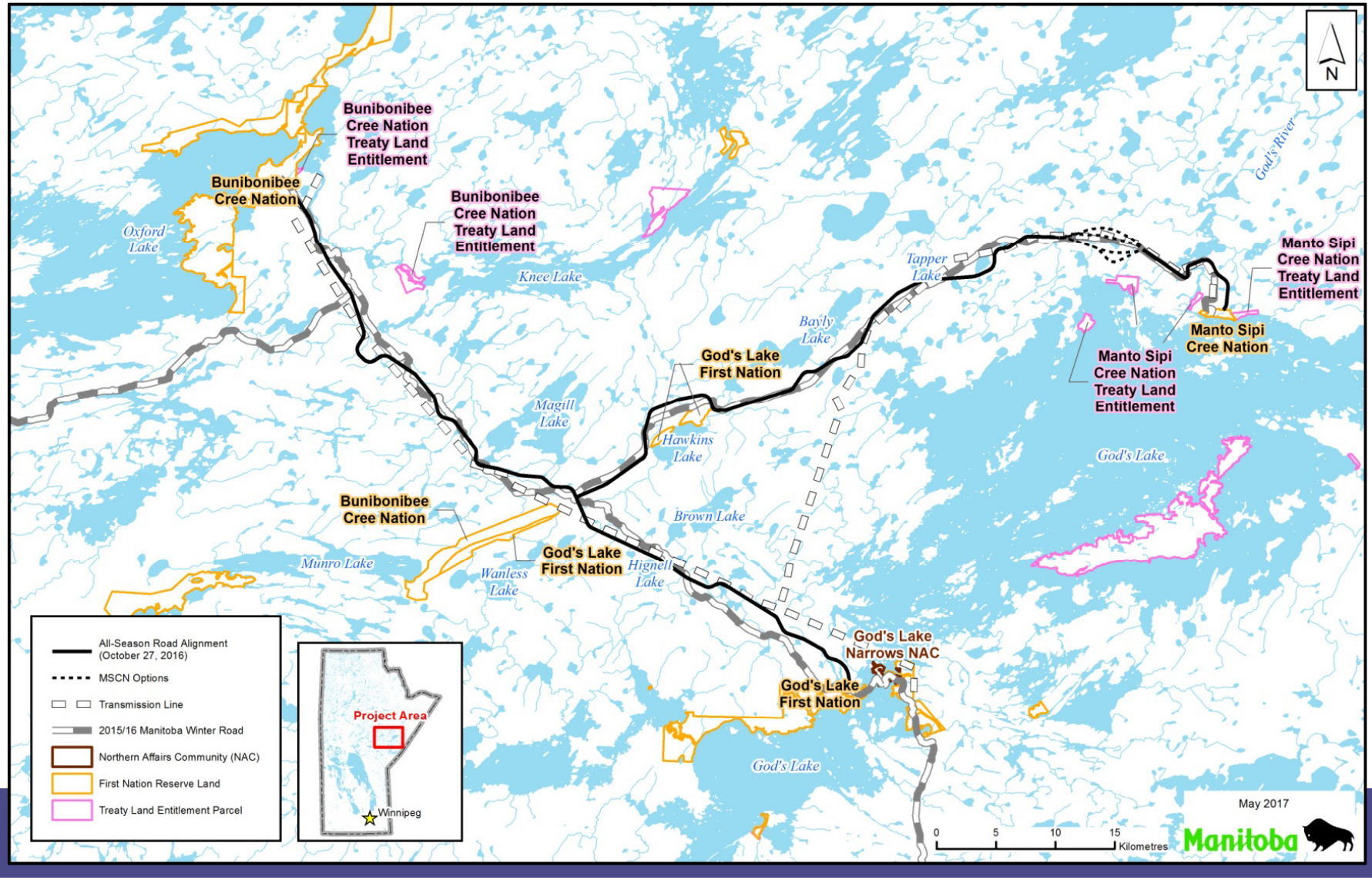
Environmental Assessment Summary (Round 6) - Presentation to Bunibonibee Cree Nation
November 6, 2017

Manitoba

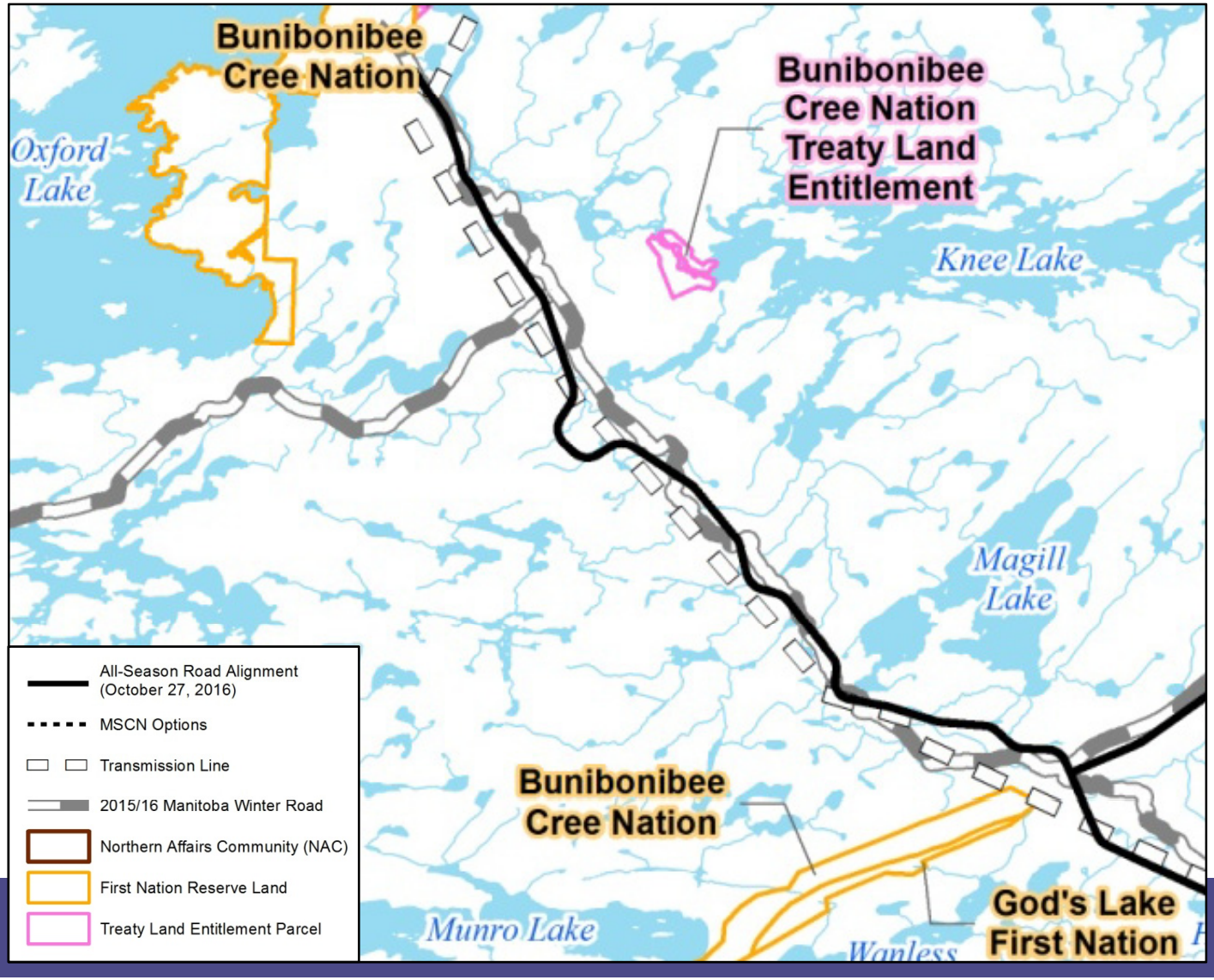
Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Discuss the previous meetings
- Summarize potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

Project P6 – All-Season Road



Project P6 – All-Season Road



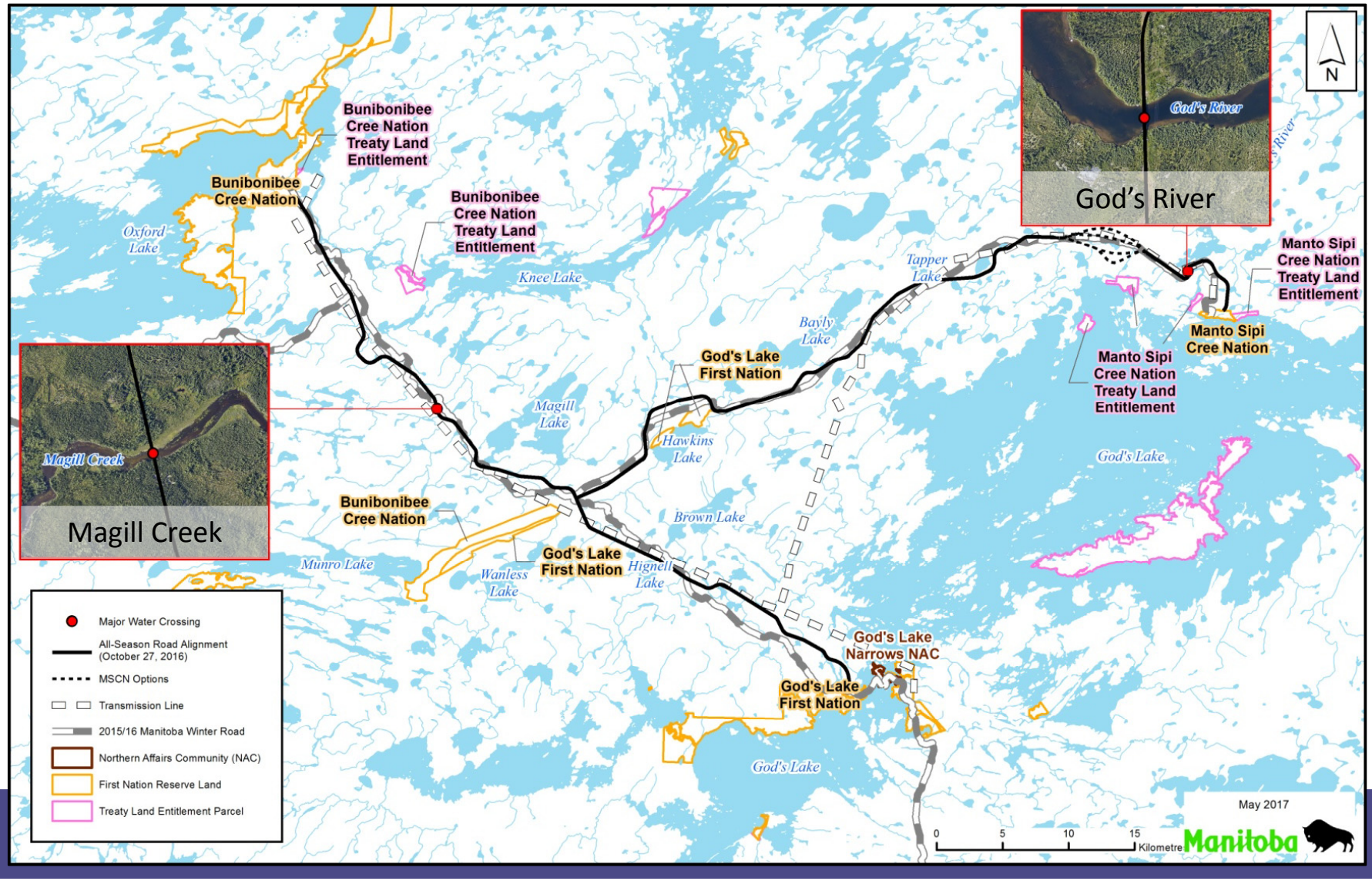
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 51 minor crossings or drainage equalization culverts





Major Water Crossings



Prior Community Discussions

- Since 2009, meetings have been held with Bunibonibee to discuss the project and select the best road location (Previous to the EA)
  - Community Meetings
    - February 17, 2016
    - September 27, 2012
    - June 11, 2010
    - July 13, 2009
  - Meetings with Chief and Council
    - November 1, 2016
    - May 18, 2010





Prior Community Discussions

  - Traditional Knowledge (TK) Studies, Workshops and Interviews
    - June 8, 2016
    - March 29 to April 4, 2016
    - February 3, 2016
    - July 13, 2009
- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input
- Specifically for the EA meetings were held on December 8, 2016 (Round 4) and March 15, 2017 (Round 5)

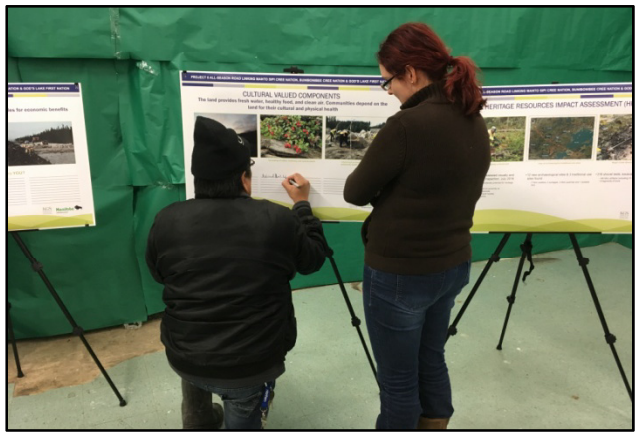




Round 4 Meeting

- Was held on December 8, 2016
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Inform the community of the overall Environmental Assessment (EA) process
  - Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
  - Dialogue with the community about which Valued Components should be the focus of the EA process

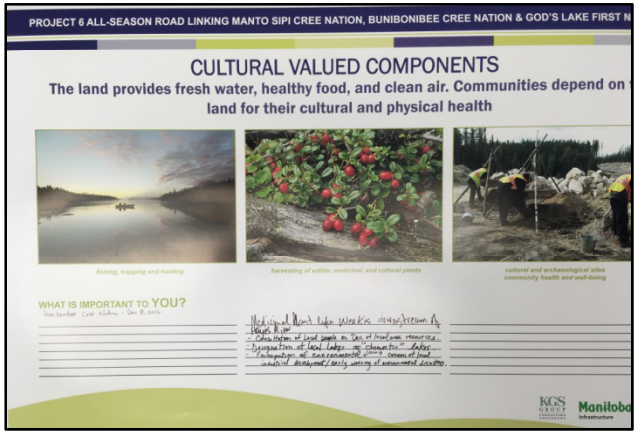




Summary of What We Heard – Round 4 Meeting

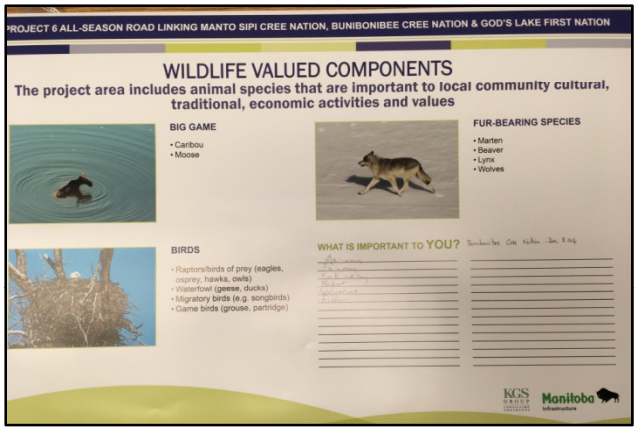
- What we heard from you:
  - Interest in how the Traditional Knowledge collected will be used especially given that the East Side Road Authority has been absorbed by Manitoba Infrastructure
  - The Environmental Assessment process for Project P6 feels rushed
  - The communities are concerned about the price of goods and cost of living
  - The P5 All-Season Road to Provincial Road 373 is long overdue and unless constructed there is no benefit to Project P6
  - The process to construct All-Season Roads is taking a long time
  - All-Season Roads are needed because of global warming and the limited amount of time winter roads are open
  - Youth in the communities need to be more involved in the Project

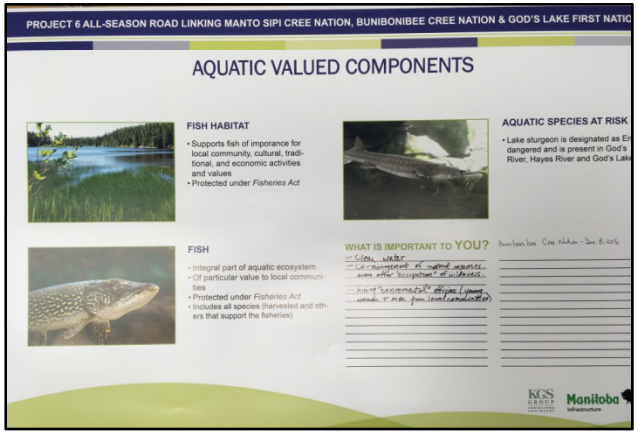




Summary of What We Heard – Round 4 Meeting

- What we heard from you (continued):
  - Economic opportunities are important to the communities and Aboriginal people
  - Wildlife Valued Components (VCs) should include otter, fox, mink, wolverines and fisher. Wolves and beaver (which are VCs) are important to the communities
  - There are lots of wolves in the area
  - There are lots of moose between Oxford House and Knee Lake but the amount is decreasing
  - Wetlands are important as filters for the health of the environment and shouldn't be destroyed where crossed by the road
  - Traplines and traps need to be respected during construction
  - Clean water and co-management of natural resources in the area is important to the community





Round 5 Meeting

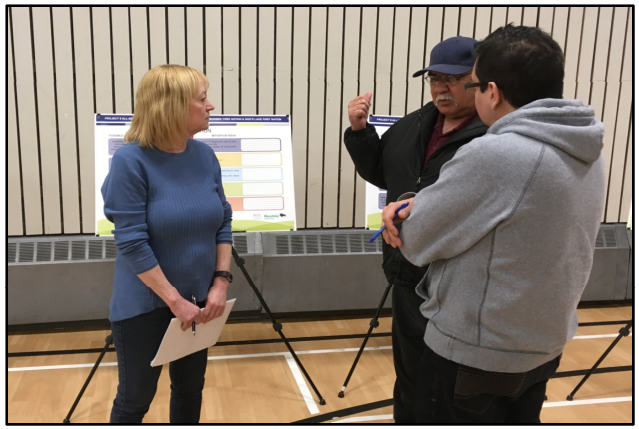
- Was held on March 15, 2017
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Discuss Round 4 meeting
  - Discuss potential effects and possible mitigation measures
  - Hear from the community about what you value, so that it can be considered in the Environmental Assessment and addressed in the Project design





Summary of What We Heard – Round 5 Meeting

- What we heard from you:
  - Provide copies of the PowerPoint presentation at the meeting
  - The baseline studies should be provided to the community as well as Chief and Council as there is interest in how studies were conducted and what data is available
  - Why does it take so long to get approvals and when will the all-season road be constructed
  - Would finding diamonds in the area speed up getting the road
  - Why Manitoba Infrastructure wants to engage the Manitoba Metis Federation about the project
  - Is there an opportunity to dedicate memorials along the road (at bridges)
  - Interest in how the culverts may affect fish and beavers
  - Precautions should be in place to prevent fuel spills near water

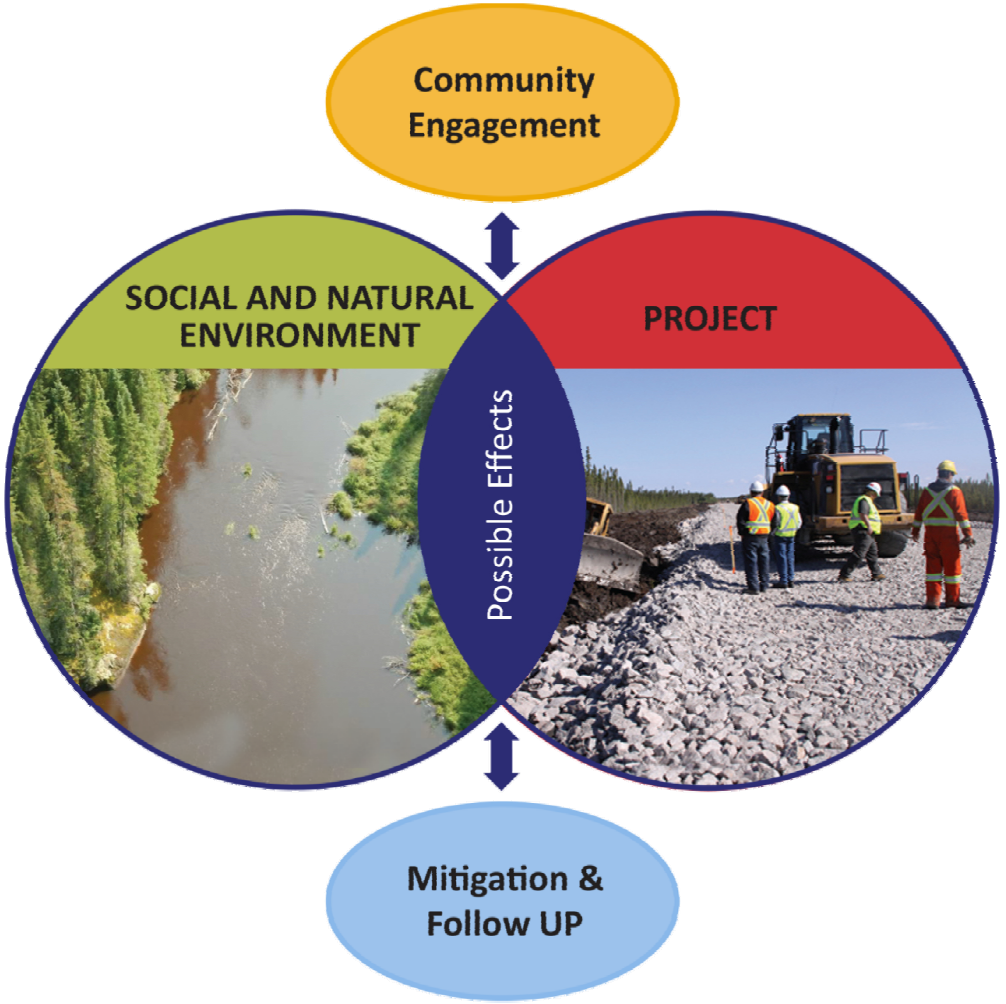




What Is Environmental Assessment





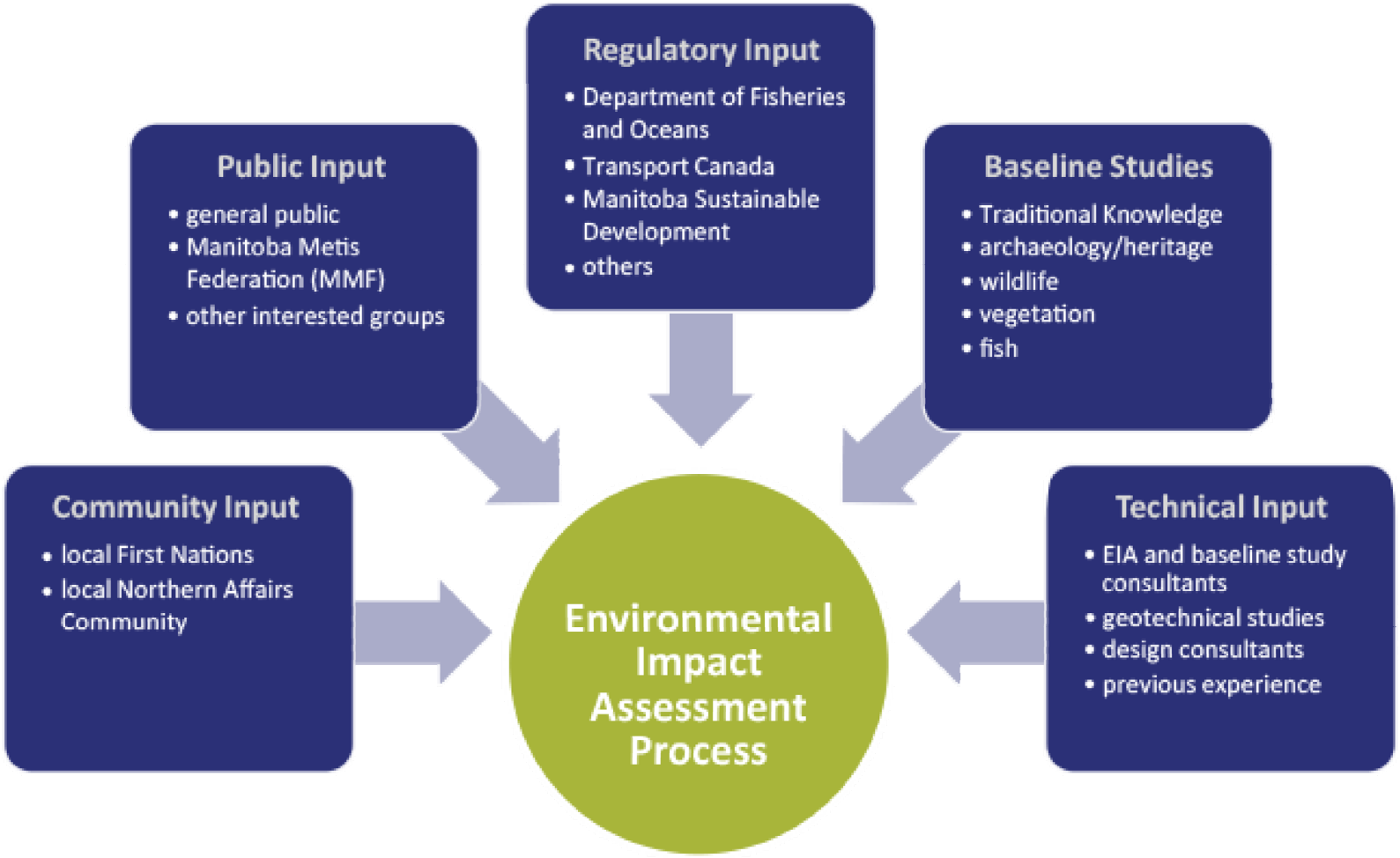


Baseline Data



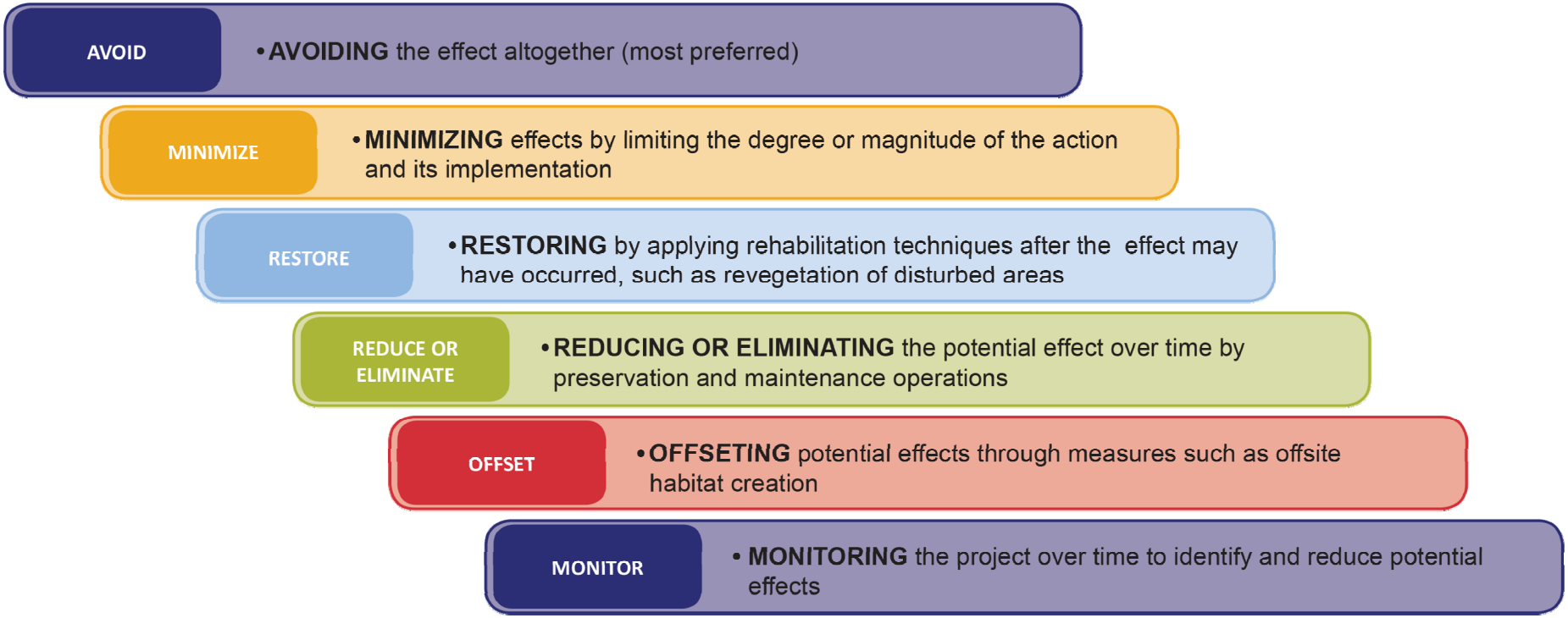
- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Assessment
- Used to assist in project design and construction

Inputs Into The EA Process



How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment.



Potential Effects
Moose and Caribou

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
Accidental wildlife-vehicle collisions		• Road design: improved sightlines, reduced speed, and signage on road
Increased access to resource areas		• Block temporary access roads after construction

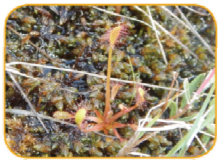
Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
Accidental wildlife-vehicle collisions		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
Increased access to resource areas		• Block temporary access roads after construction

Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
Disturbance and displacement from noise		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
Disturbance of existing nests		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
Increased access to resource areas		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

Potential Effects Vegetation

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Removal of trees and shrubs in construction areas		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area
Loss of species of concern and habitat from clearing activities		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern
Spread of invasive and non-native species		• Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species
Change in wetland subsurface water flow		• Maintain subsurface water flow through design and installation of equalization culverts
Increased access to resource areas		• Block access roads after construction

Potential Effects
Fish, Reptiles and Amphibians

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Habitat loss or change in productivity		• Avoid critical reproduction period and locations • No work below the high water mark in spring
Change in water quality from sediment		• Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control
Improved access to waterways		• Block access roads after construction
Blocked movements		• Design culverts for passage and natural flow
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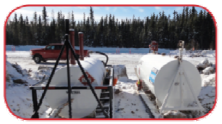
Harm from accidental spills		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses
Introduction of non-native species from equipment		• Ensure equipment working beside or in water has been properly cleaned

Potential Effects
Heritage and Cultural Sites

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss or disturbance to heritage, culture (sacred) or community use sites		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land
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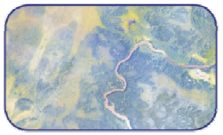
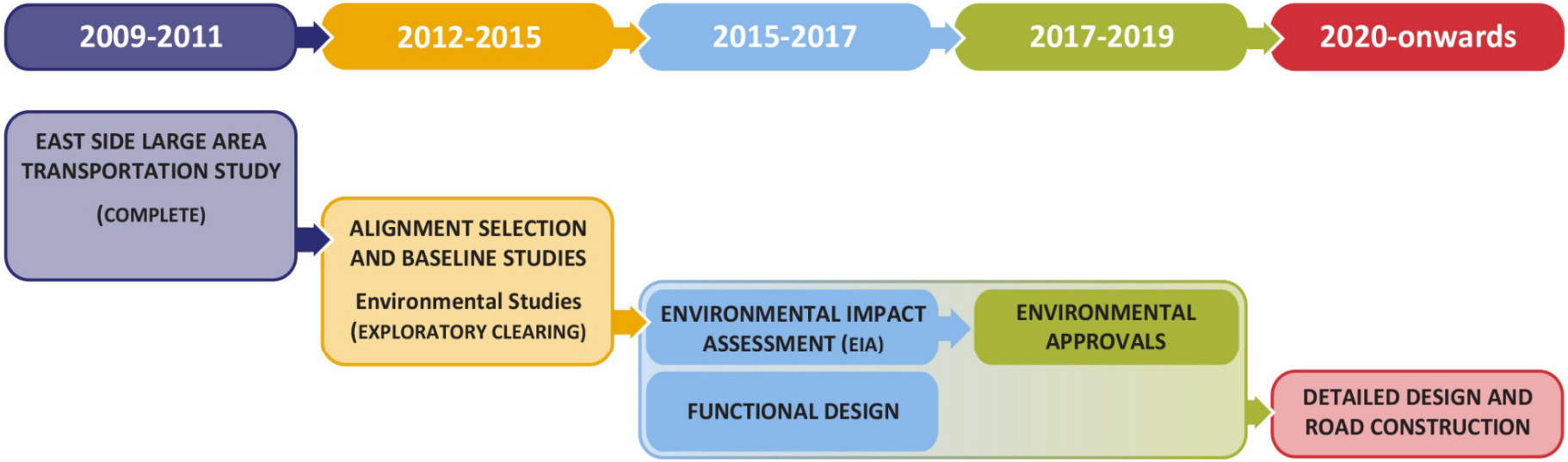
Potential Effects
Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss of traditionally used plants from clearing		• Map important traditional use areas for project planning and design (routing and set backs)
Change to moose/caribou distribution affecting hunting		• Protect moose and caribou *(see boards)*
Change to furbearer distribution affecting trapping		• Protect furbearers *(see boards)* • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
Change in fishery harvest and collection of aquatic plants and fish eggs		• Protect fish, reptiles, amphibians *(see boards)*
Limiting travel routes for resource harvesting		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
Increased access to resource areas		• Block temporary access roads after construction

Schedule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Next Steps:

- Finalize the Environmental Impact Statement and submit to federal and provincial regulators by early 2018
- On-going communication and dialogue with the communities


Moose


Caribou

Thank you for your participation



Contact Information:

Phone 1-204-945-3660

Fax 1-204-945-0593

Manitoba

Annex A4-7:

Presentation – God's Lake First Nation Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

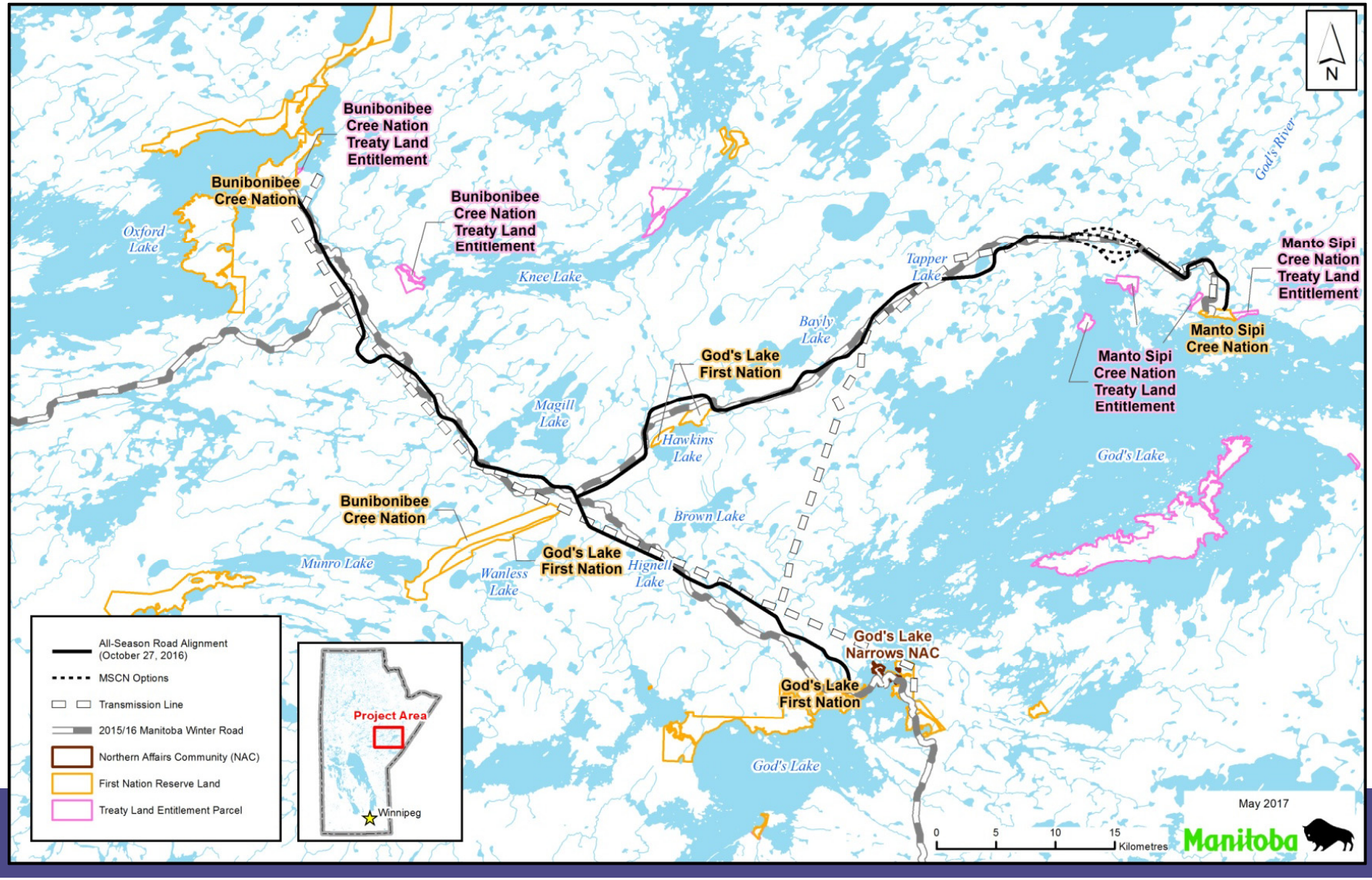
Environmental Assessment Summary (Round 6) - Presentation to God's Lake First Nation
November 7, 2017

Manitoba

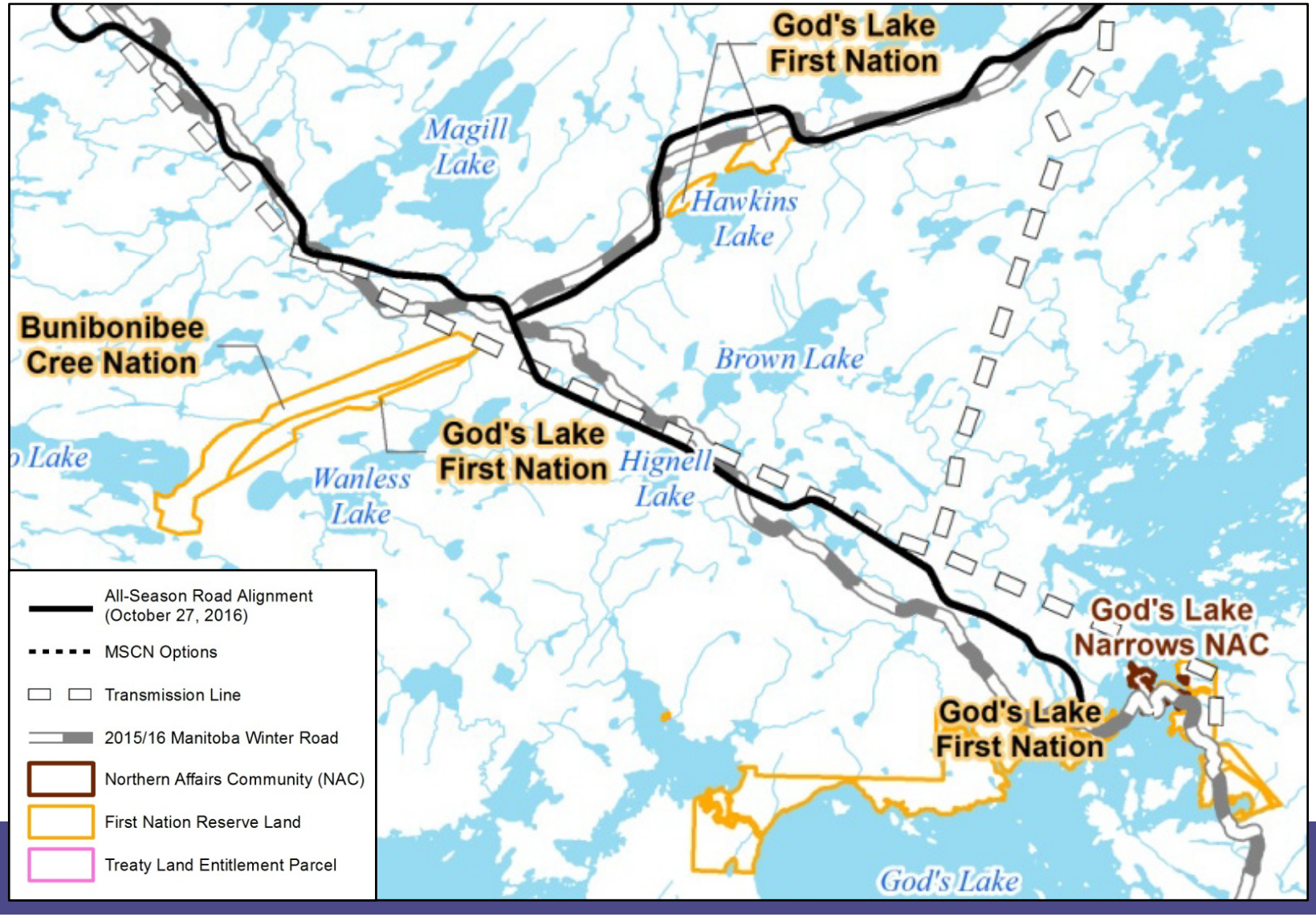
Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Discuss the previous meetings
- Summarize potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

Project P6 – All-Season Road



Project P6 – All-Season Road



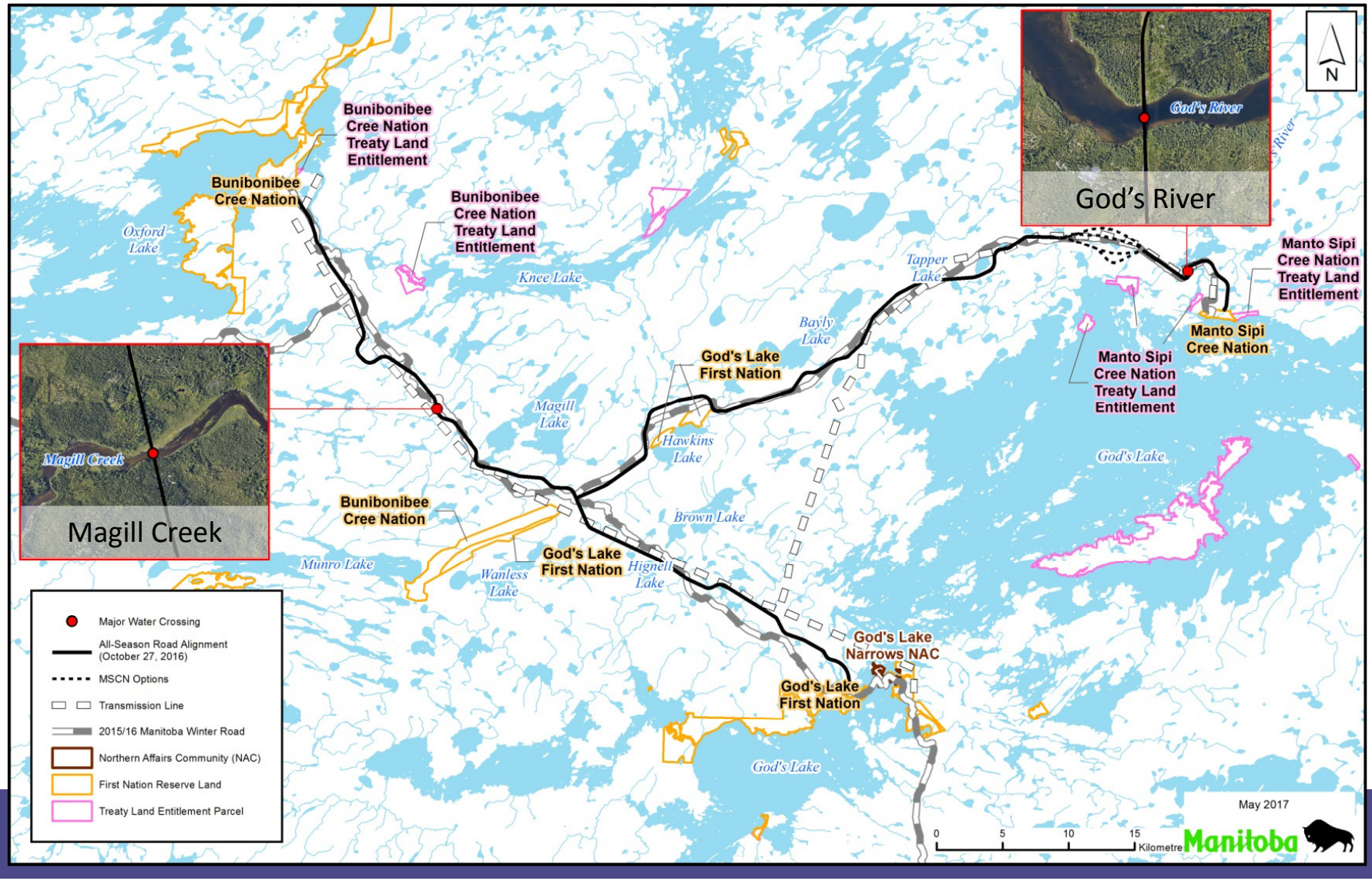
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 51 minor crossings or drainage equalization culverts





Major Water Crossings



Prior Community Discussions

- Since 2009, meetings have been held with God's Lake to discuss the project and select the best road location (Previous to the EA)
  - Community Meetings
    - January 6, 2016
    - November 4, 2014
    - June 9, 2010
    - April 17, 2009
  - Meetings with Chief and Council
    - October 25, 2016
    - July 15, 2014
    - May 10, 2010





Prior Community Discussions

  - Traditional Knowledge (TK) Studies, Workshops and Interviews
    - January 6 and March 22, 2016
    - November 19 - 26, 2015
    - October 6, 2015
    - April 17, 2009
- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input
- Specifically for the EA meetings were held on December 9, 2016 (Round 4) and March 24, 2017 (Round 5)





Round 4 Meeting

- Was held on December 9, 2016
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Inform the community of the overall Environmental Assessment (EA) process
  - Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
  - Dialogue with the community about which Valued Components should be the focus of the EA process

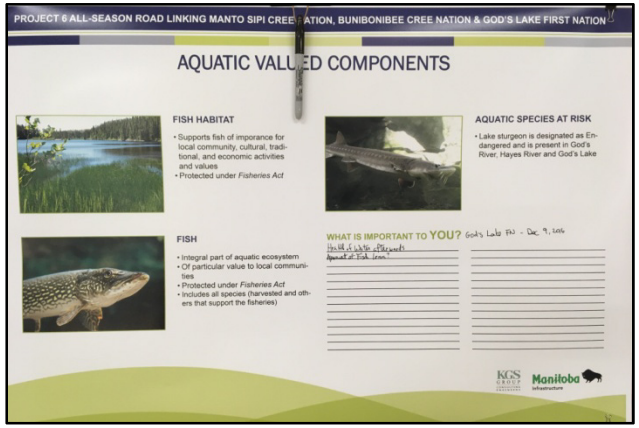




Summary of What We Heard – Round 4 Meeting

- What we heard from you:
  - Interest in how the Traditional Knowledge collected will be used now that the East Side Road Authority has been absorbed by Manitoba Infrastructure
  - Interest in recent alignment changes and whether additional studies or tree clearing will need to be conducted or if the assessment process delayed
  - Interest in when borrow pit locations will be determined, what types of materials will be used and whether there will be blasting
  - Interest in road construction contracts
  - Youth should be encouraged and specifically invited to attend the meetings
  - Magill Creek is also named Young Lady Creek and is important for fishing and hunting
  - Geese, moose and caribou are hunted most
  - Ice/snow conditions in the spring make it dangerous to be on the land
  - Interested in the health of water and fish





Round 5 Meeting

- Was held on March 24, 2017
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Discuss Round 4 meeting
  - Discuss potential effects and possible mitigation measures
  - Hear from the community about what you value, so that it can be considered in the Environmental Assessment and addressed in the Project design

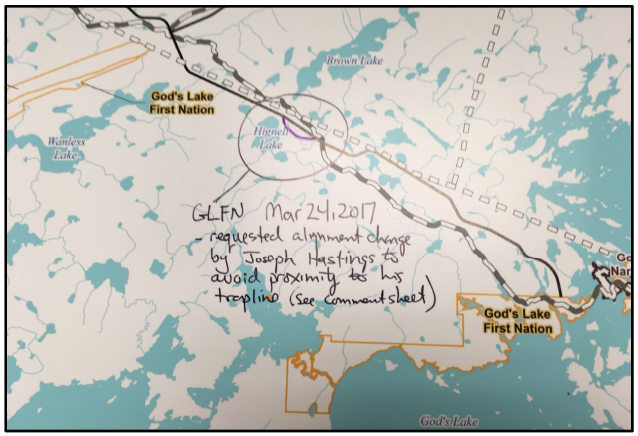




Summary of What We Heard – Round 5 Meeting

- What we heard from you:
  - Moose population appears to be declining in the area possibly because of tree clearing
  - The road will not affect animals as they will return when construction is completed and the road may also attract animals
  - Manitoba Infrastructure should involve youth in the community for project input and what to expect in the future
  - An elder indicated a section of the road crosses through his trapline and wanted to know how this would impact his trapline and suggested changing the alignment
  - A former Chief and Councillor stated he was not concerned how the road will affect wildlife, heritage resources or the general environment but rather how it will affect the community
    - alcohol and drugs come into the community
    - businesses that use community resources without providing economic benefit

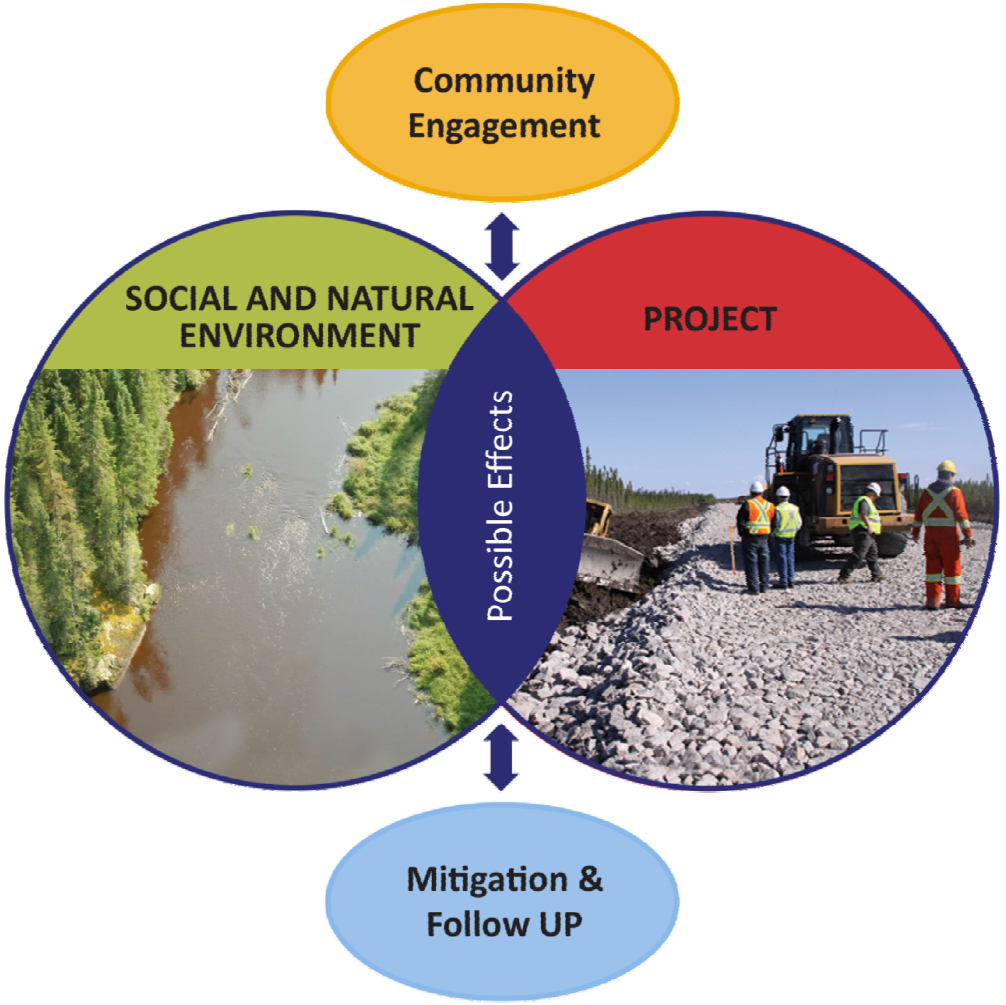




What Is Environmental Assessment





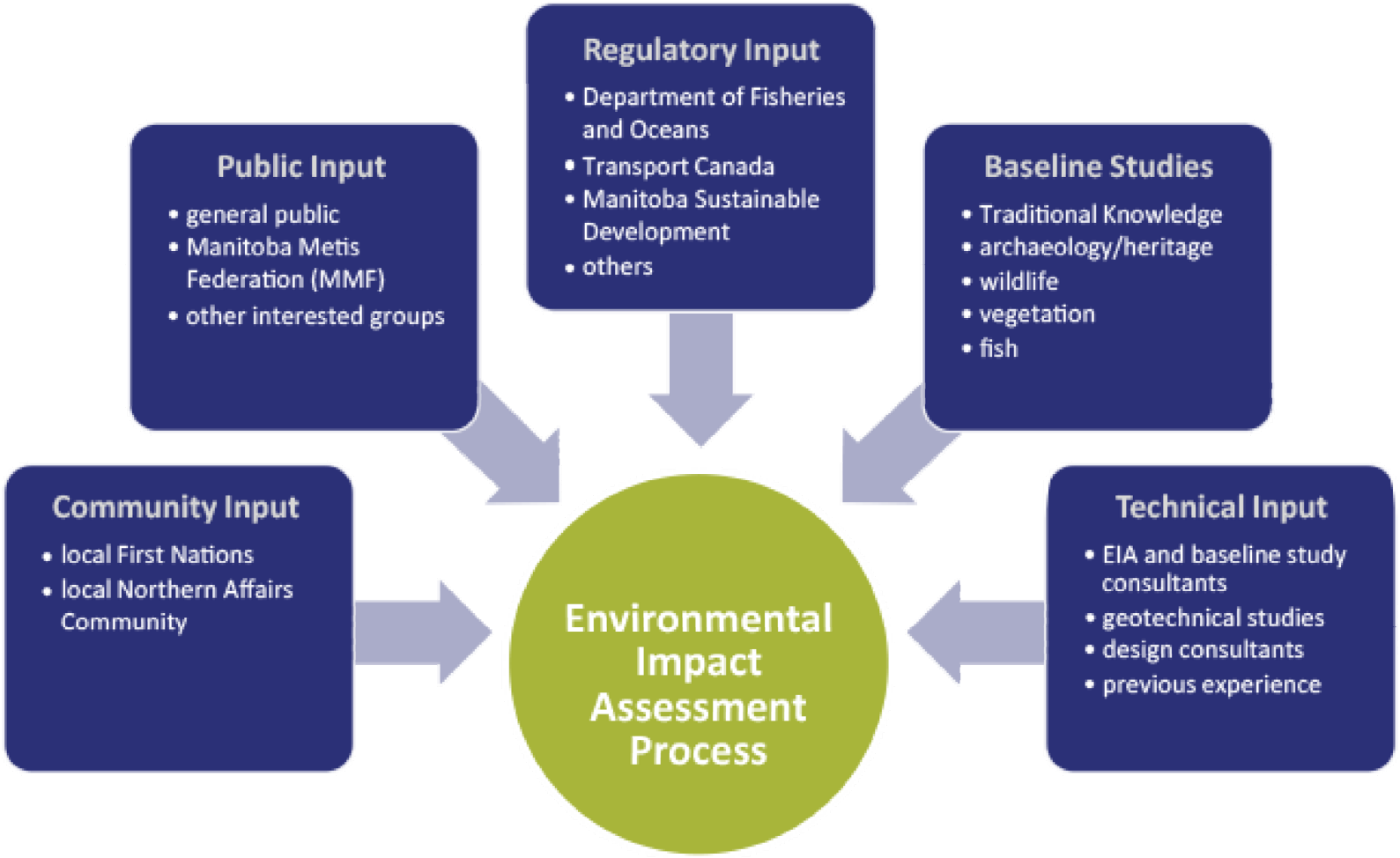


Baseline Data



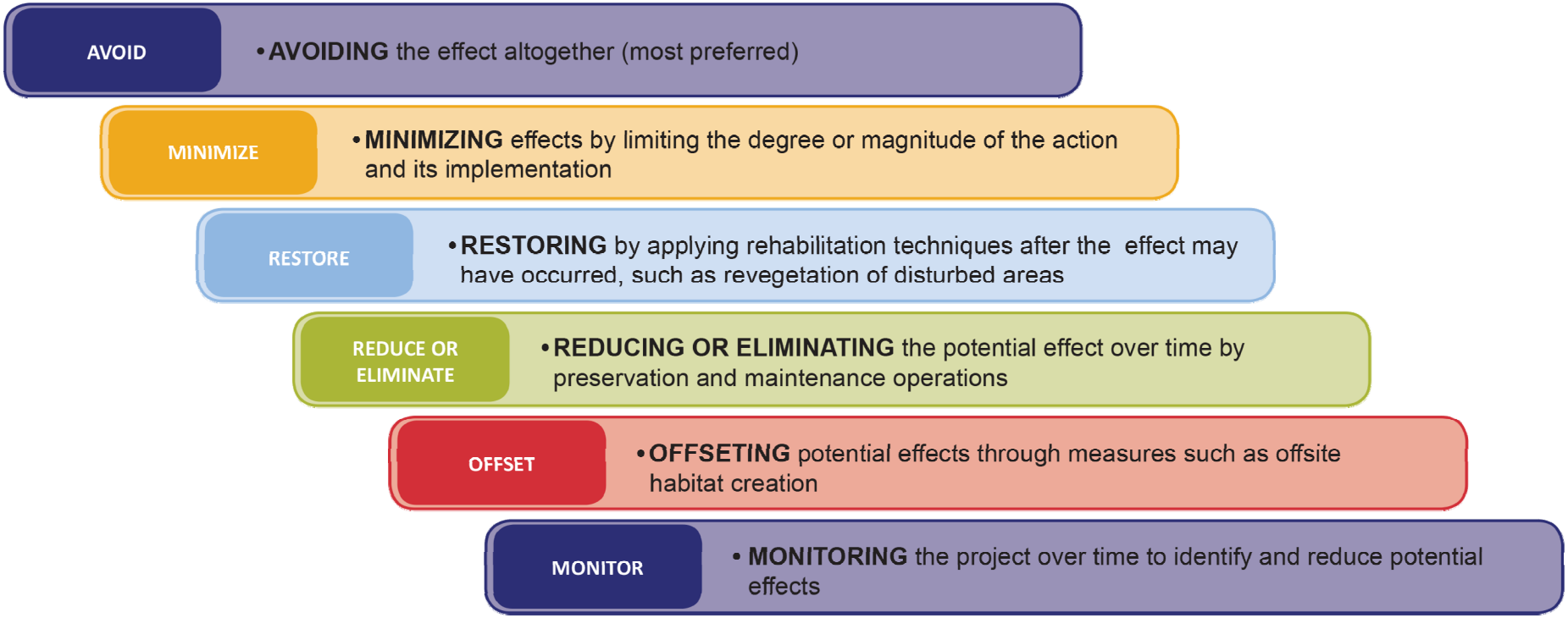
- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Assessment
- Used to assist in project design and construction

Inputs Into The EA Process



How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment



Potential Effects
Moose and Caribou

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
Accidental wildlife-vehicle collisions		• Road design: improved sightlines, reduced speed, and signage on road
Increased access to resource areas		• Block temporary access roads after construction

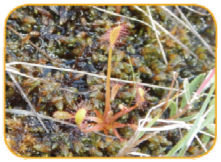
Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
Accidental wildlife-vehicle collisions		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
Increased access to resource areas		• Block temporary access roads after construction

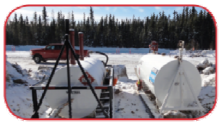
Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
Disturbance and displacement from noise		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
Disturbance of existing nests		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
Increased access to resource areas		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

Potential Effects Vegetation

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Removal of trees and shrubs in construction areas		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area
Loss of species of concern and habitat from clearing activities		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern
Spread of invasive and non-native species		• Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species
Change in wetland subsurface water flow		• Maintain subsurface water flow through design and installation of equalization culverts
Increased access to resource areas		• Block access roads after construction

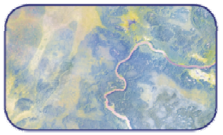
Potential Effects
Fish, Reptiles and Amphibians

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Habitat loss or change in productivity		• Avoid critical reproduction period and locations • No work below the high water mark in spring
Change in water quality from sediment		• Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control
Improved access to waterways		• Block access roads after construction
Blocked movements		• Design culverts for passage and natural flow
Changes in water flows		• Design culverts for passage and natural flow
Harm from accidental spills		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses
Introduction of non-native species from equipment		• Ensure equipment working beside or in water has been properly cleaned

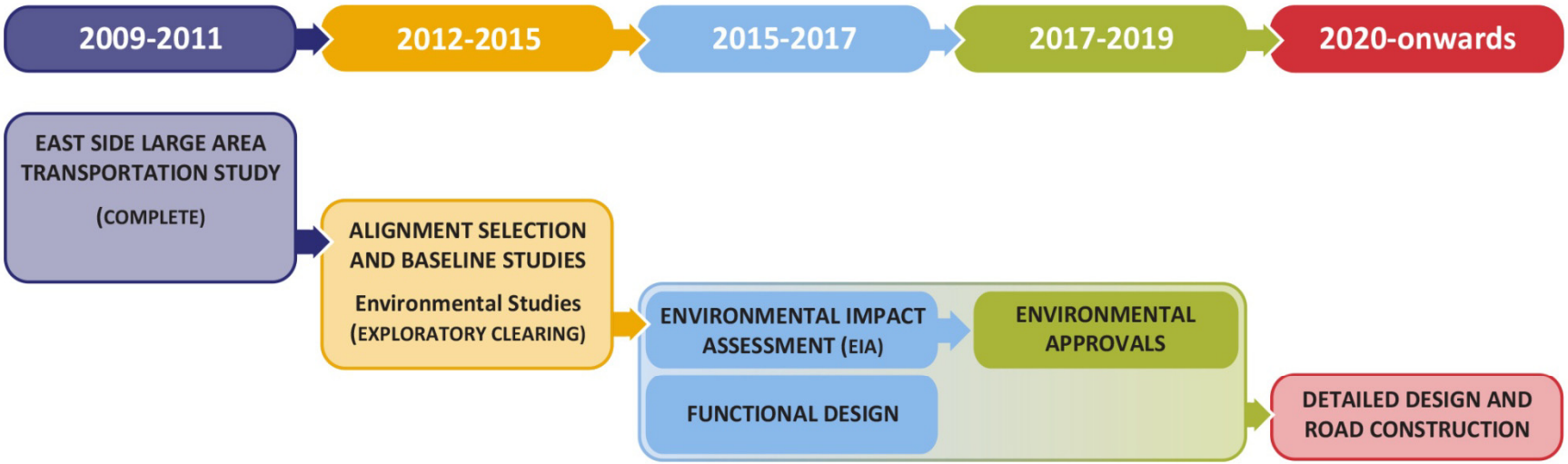
Potential Effects
Heritage and Cultural Sites

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss or disturbance to heritage, culture (sacred) or community use sites		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land
		• Limit equipment and workers to construction areas
		• Block temporary access roads after construction

Potential Effects
Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss of traditionally used plants from clearing		• Map important traditional use areas for project planning and design (routing and set backs)
Change to moose/caribou distribution affecting hunting		• Protect moose and caribou *(see boards)*
Change to furbearer distribution affecting trapping		• Protect furbearers *(see boards)* • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
Change in fishery harvest and collection of aquatic plants and fish eggs		• Protect fish, reptiles, amphibians *(see boards)*
Limiting travel routes for resource harvesting		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
Increased access to resource areas		• Block temporary access roads after construction

Schedule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2020-onwards
EAST SIDE LARGE AREA TRANSPORTATION STUDY
(COMPLETE)
ALIGNMENT SELECTION AND BASELINE STUDIES
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ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN AND ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

- We want to hear and learn from you!
- Write on the boards
- Tell us what is important to you, and what should be considered
- Please complete a comment sheet

Next Steps:

- Finalize the Environmental Impact Statement and submit to federal and provincial regulators by early 2018
- On-going communication and dialogue with the communities


Moose


Caribou

Thank you for your participation



Contact Information:

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Fax 1-204-945-0593

Manitoba

Annex A4-8:

Presentation – God's Lake Narrows Community Meeting

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

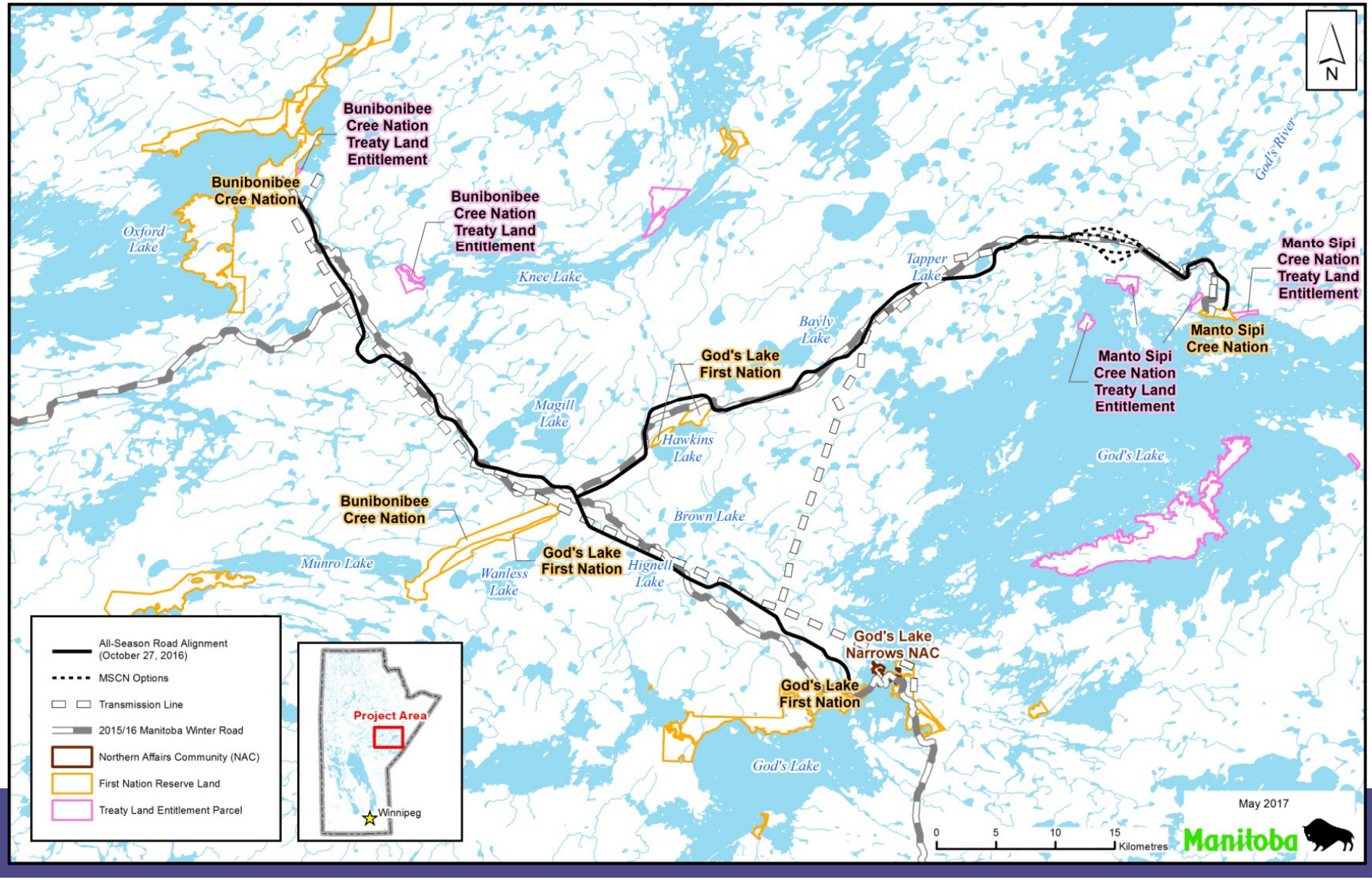
Environmental Assessment Summary (Round 6) - Presentation to God's Lake Narrows
November 7, 2017

Manitoba

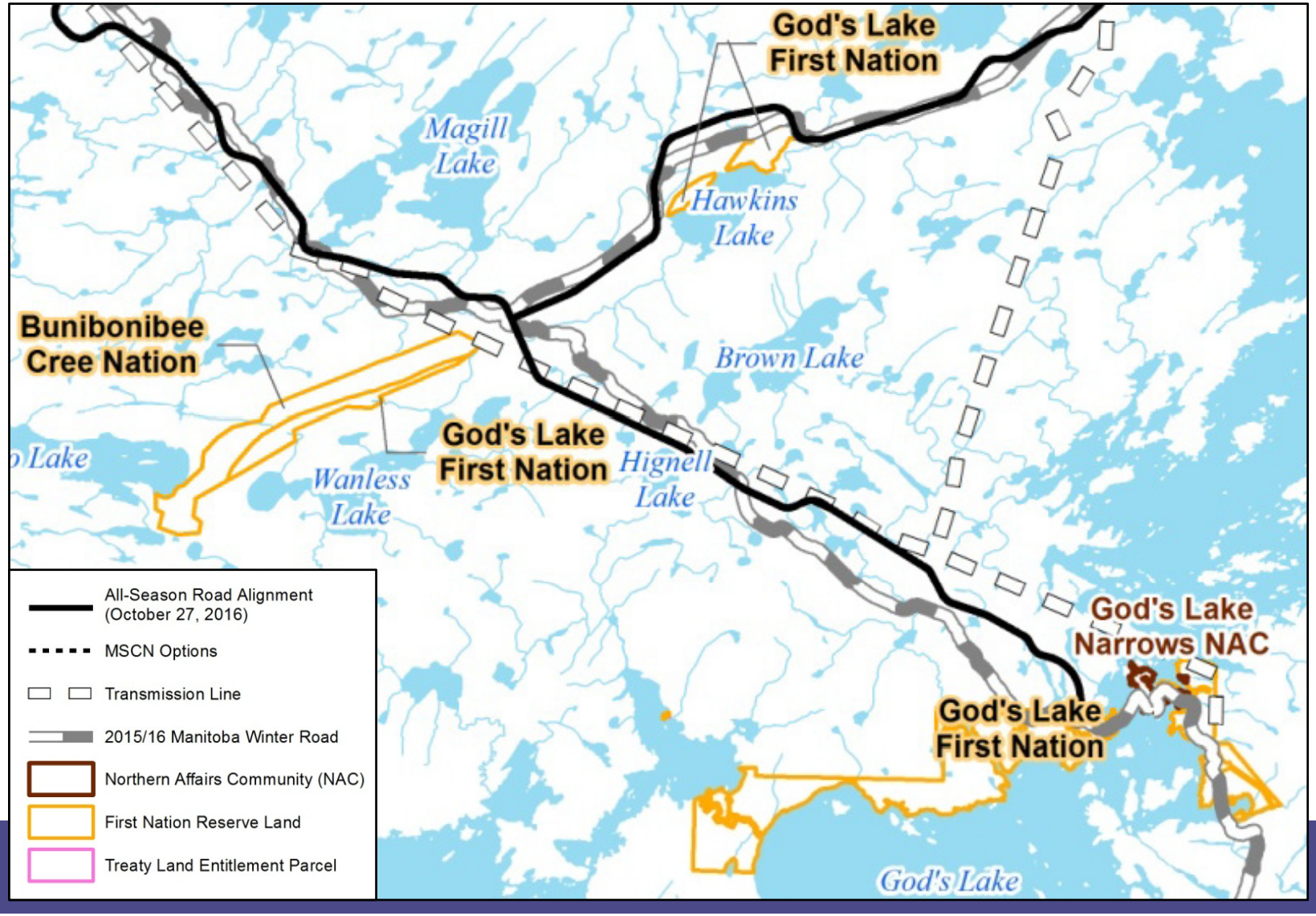
Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Discuss the previous meetings
- Summarize potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

Project P6 – All-Season Road



Project P6 – All-Season Road



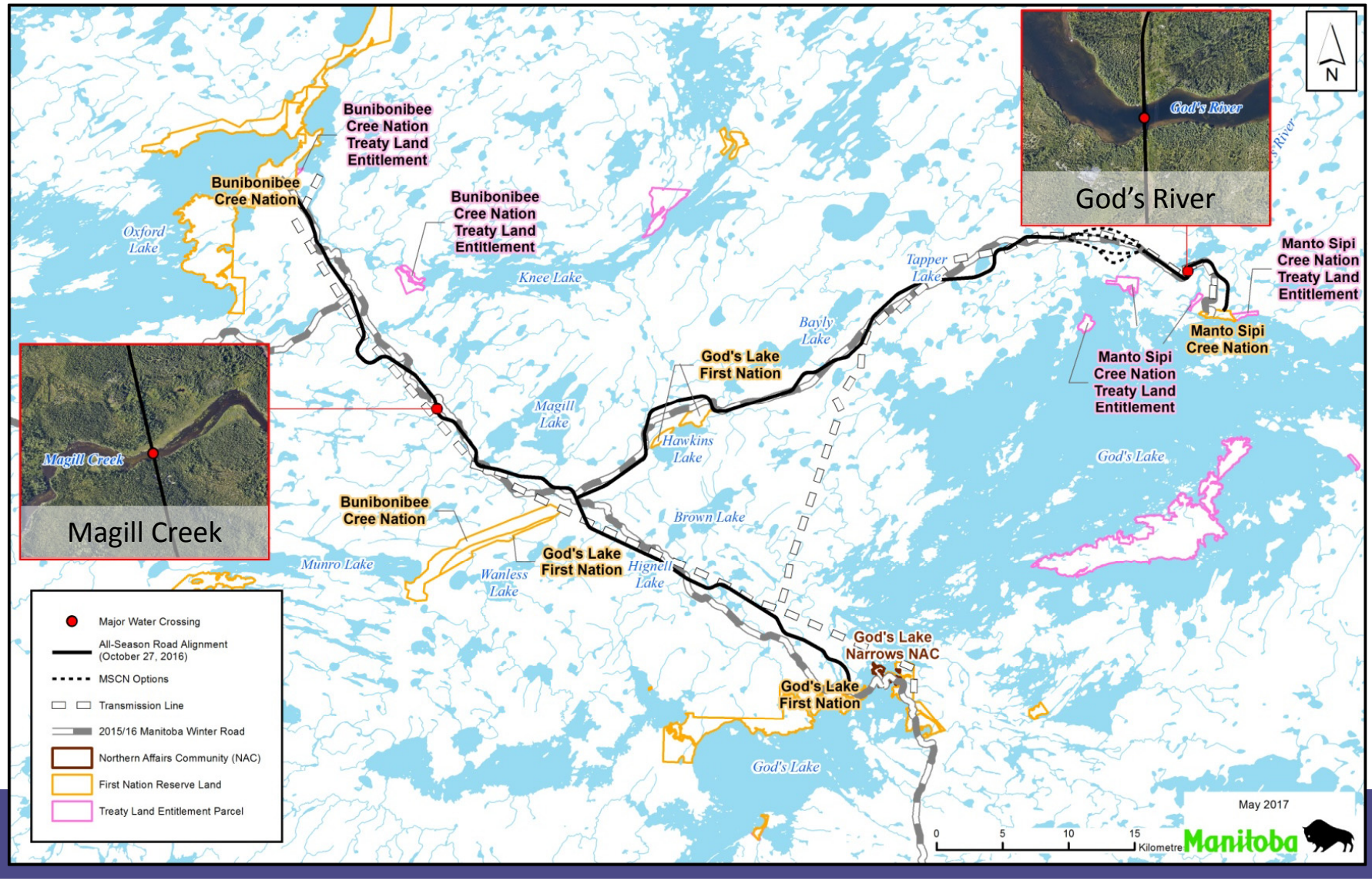
Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
  - Magill Creek
- Approximately 51 minor crossings or drainage equalization culverts





Major Water Crossings



Prior Community Discussions

- Since 2009, meetings have been held with God's Lake Narrows to discuss the project and select the best road location (Previous to the EA)
  - Community Meetings
    - June 9, 2010
    - April 17, 2009
  - Traditional Knowledge (TK) Studies, Workshops and Interviews
    - March 22, 2016
    - October 6, 2015
    - April 17, 2009





Prior Community Discussions

- Past discussions resulted in changes to the potential route to avoid sensitive areas based on community input
- Specifically for the EA meetings were held on December 9, 2016 (Round 4) and March 24, 2017 (Round 5)





Round 4 Meeting

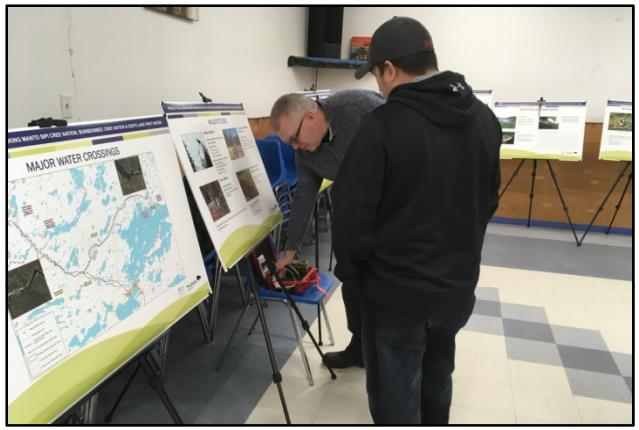
- Was held on December 9, 2016
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Inform the community of the overall Environmental Assessment (EA) process
  - Discuss how the proposed road alignment has evolved based on feedback to avoid community sensitive areas
  - Dialogue with the community about which Valued Components should be the focus of the EA process





Summary of What We Heard – Round 4 Meeting

- What we heard from you:
  - Touchwood and Knife Lake are important for moose and a lot of moose hunting occurs at Bayly Lake and Fishing Eagle
  - The road will increase fishing access and could increase the risk to introduce zebra mussels into God's Lake
  - Young people will have a hard time/life as they will not have the land knowledge to survive and Elders will be gone by the time the road is built
  - There should be more youth involvement and other means of engagement and feedback
  - An Elder indicated they would like to see a permanent road between Oxford House, God's Lake Narrows, God's River and the Island Lake communities first to provide easier, safer and earlier access among these communities and then connect to the rest of the network
  - The Project will provide much needed employment and make our lives easier and safer





Round 5 Meeting

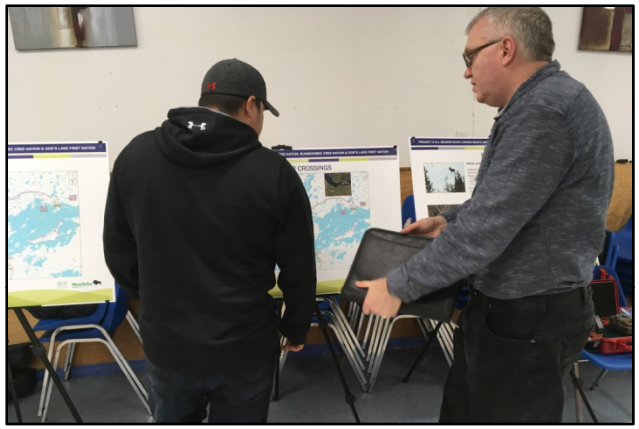
- Was held on March 24, 2017
- The purpose of the meeting was to:
  - Provide an overview of the project
  - Discuss Round 4 meeting
  - Discuss potential effects and possible mitigation measures
  - Hear from the community about what you value, so that it can be considered in the Environmental Assessment and addressed in the Project design





Summary of What We Heard – Round 5 Meeting

- What we heard from you:
  - Animals get used to changes and adapt to noise and people as shown by beavers building dams at the end of the airstrip and foxes in the vicinity of the airport that don't seem bothered by the noise
  - Cranes nest annually on the east end of God's Lake so this area should be avoided during nesting season
  - The Environmental Assessment for the Project seems to be thorough and photos of other east side road projects look "beautiful"
  - The interests raised by God's Lake First Nation (crossing traplines, creek crossings and how the road will be constructed) are similar to those that God's Lake Narrows have
  - The lack of attendance at the meeting was noted even though it was advertised, possibly as members have gone to buy supplies before the winter road closes

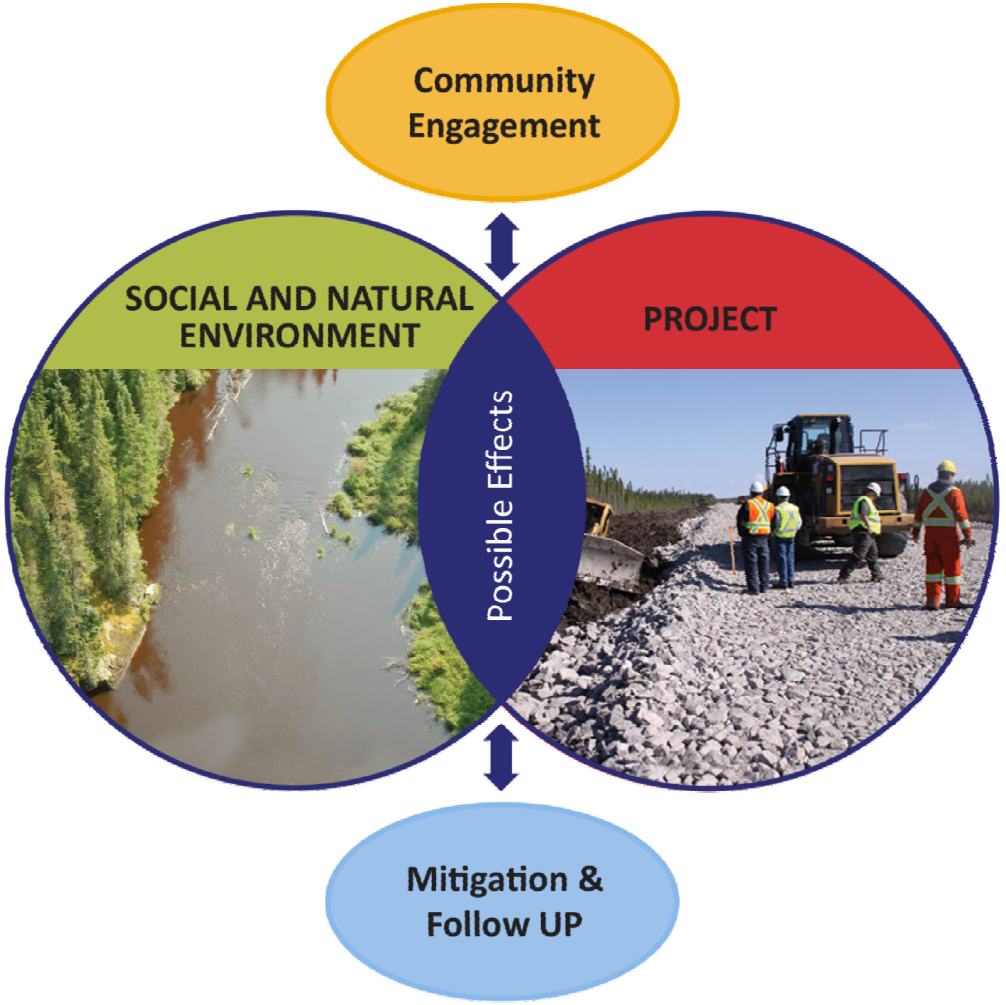




What Is Environmental Assessment







Baseline Data



- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
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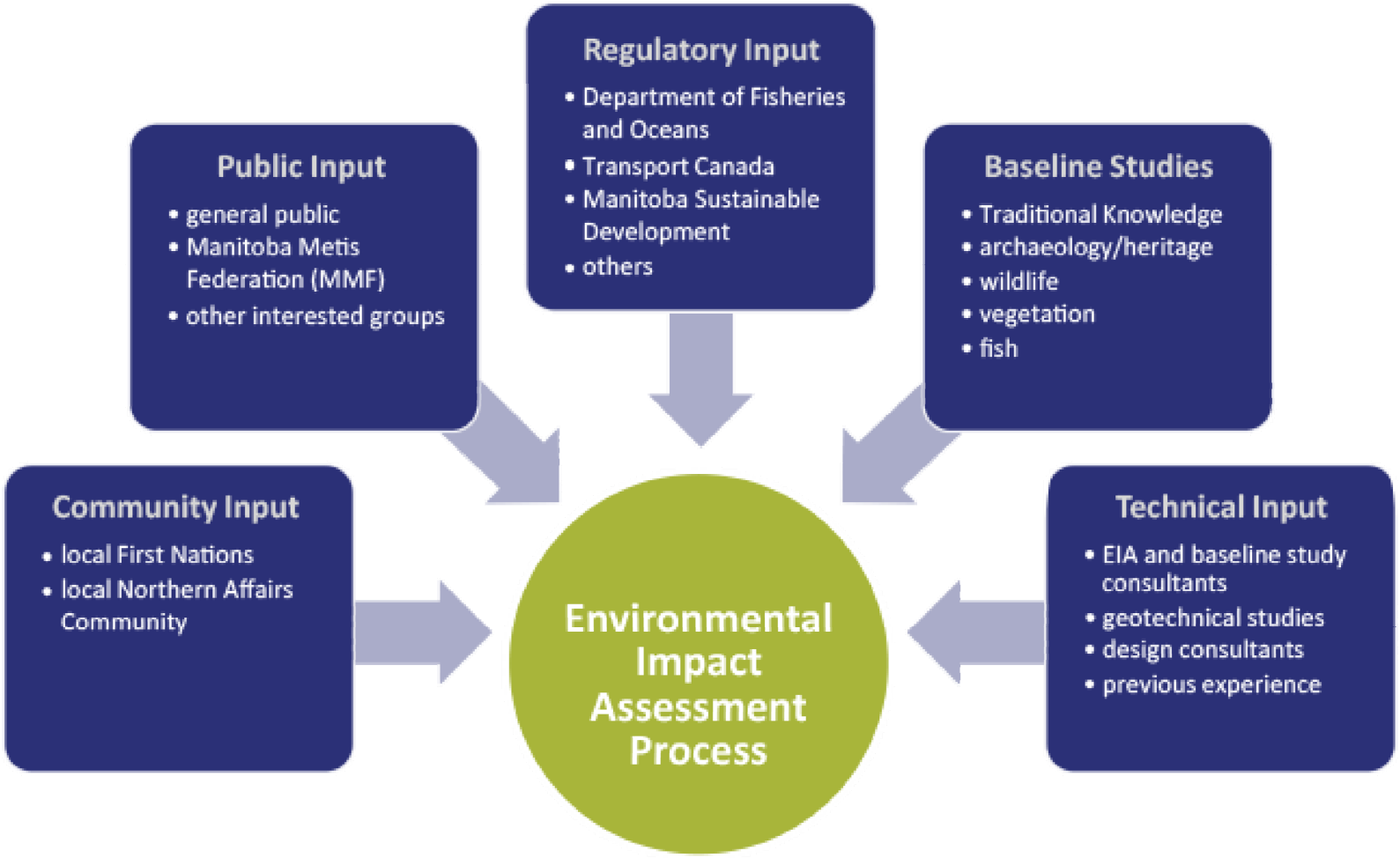
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Assessment
- Used to assist in project design and construction

Inputs Into The EA Process



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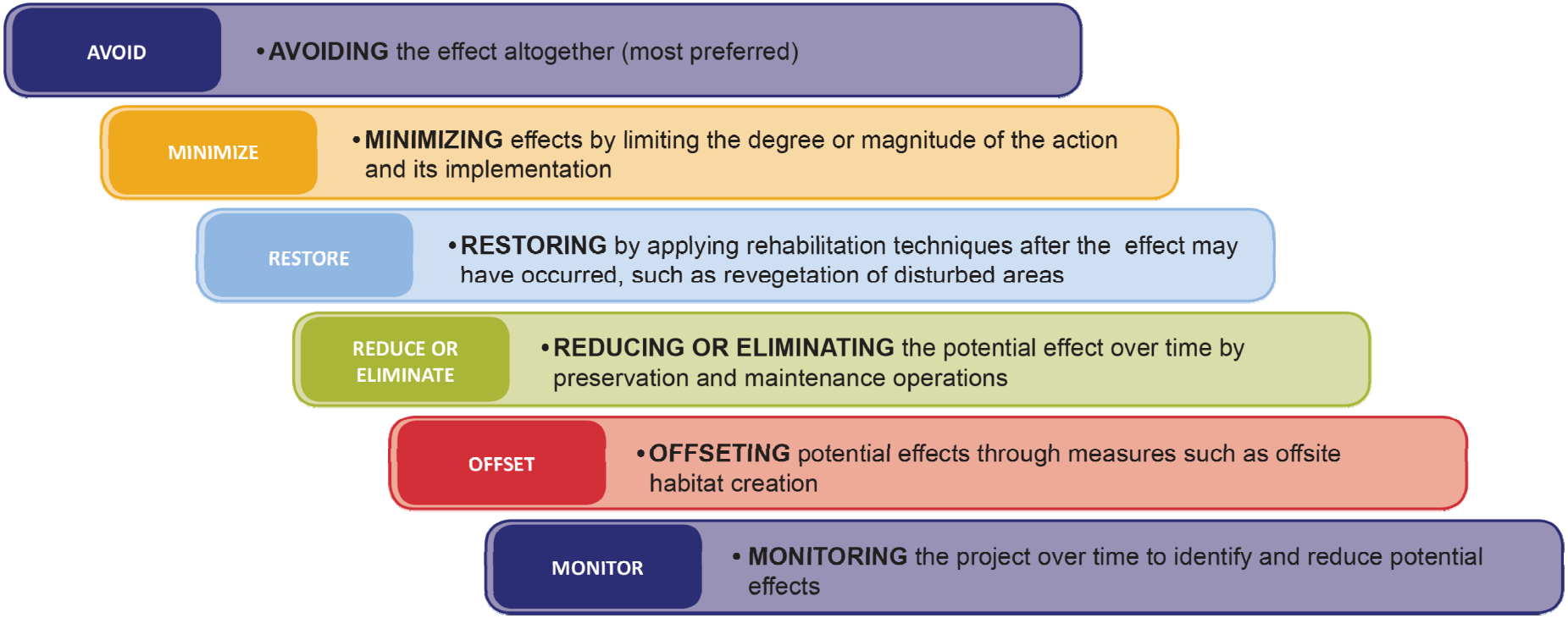

Potential Effects
Moose and Caribou

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
Accidental wildlife-vehicle collisions		• Road design: improved sightlines, reduced speed, and signage on road
Increased access to resource areas		• Block temporary access roads after construction

Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
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Accidental wildlife-vehicle collisions		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
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Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
Disturbance and displacement from noise		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
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Potential Effects Vegetation

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
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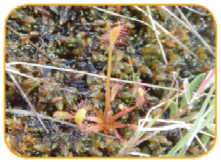
Loss of species of concern and habitat from clearing activities		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern
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Potential Effects
Fish, Reptiles and Amphibians

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Habitat loss or change in productivity		• Avoid critical reproduction period and locations • No work below the high water mark in spring
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Blocked movements		• Design culverts for passage and natural flow
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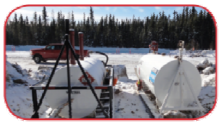
Harm from accidental spills		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses
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POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss or disturbance to heritage, culture (sacred) or community use sites		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land
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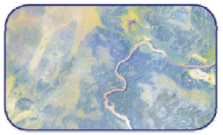
Potential Effects
Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss of traditionally used plants from clearing		• Map important traditional use areas for project planning and design (routing and set backs)
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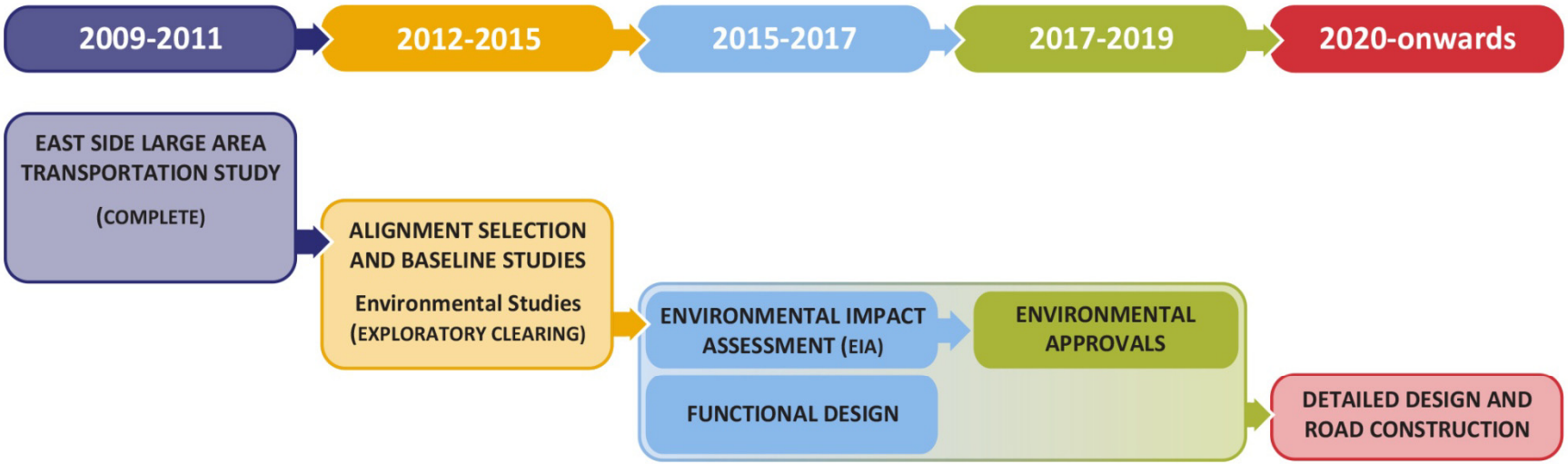
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DETAILED DESIGN AND ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

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Next Steps:

- Finalize the Environmental Impact Statement and submit to federal and provincial regulators by early 2018
- On-going communication and dialogue with the communities


Moose


Caribou

Thank you for your participation



Contact Information:

Phone 1-204-945-3660

Fax 1-204-945-0593

Manitoba

Annex A4-9:
Presentation – Winnipeg Public Open House No.2

Project 6 – All-Season Road Linking Manto Sipi Cree Nation, Bunibonibee Cree Nation and God's Lake First Nation

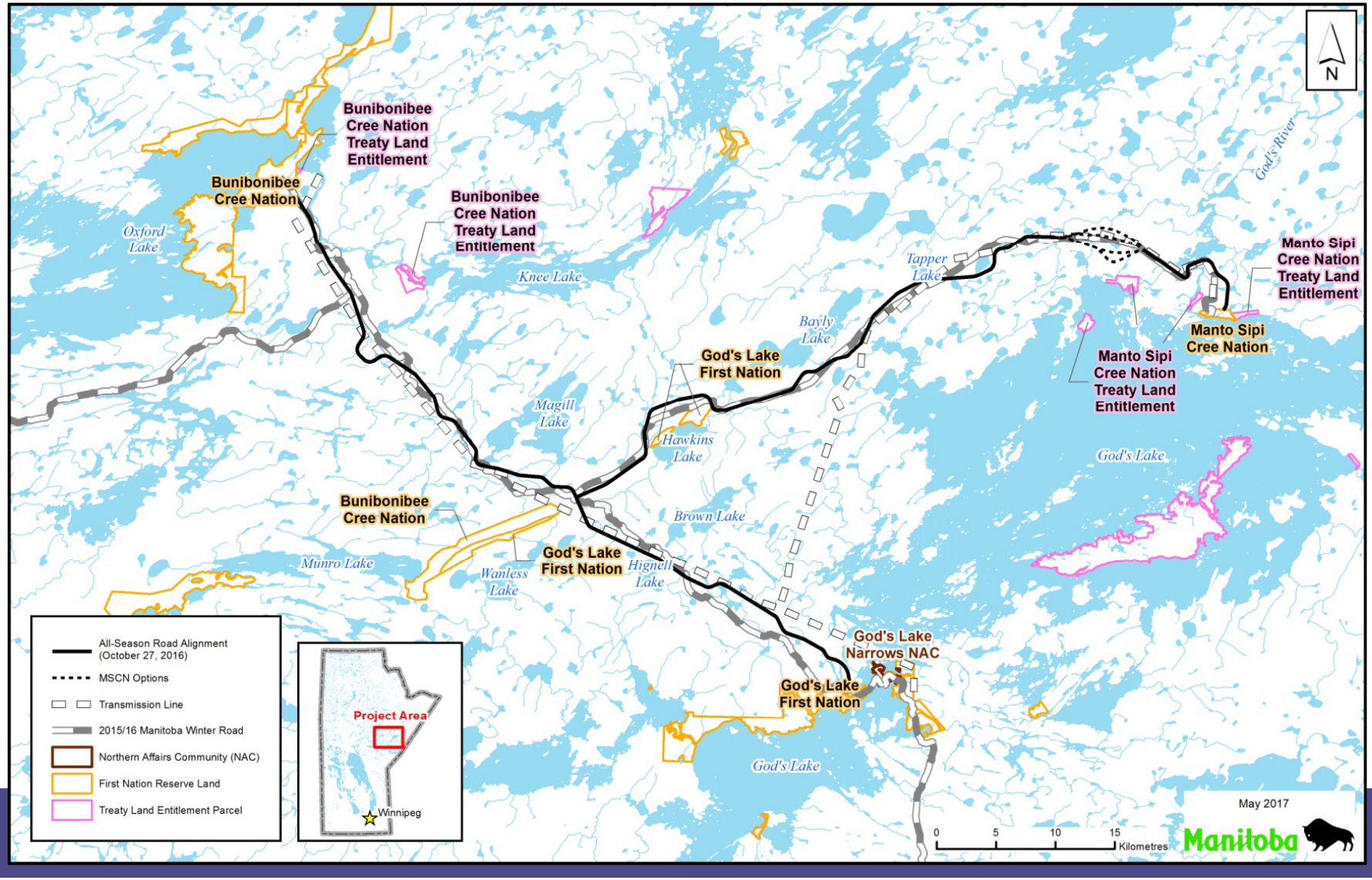
Environmental Assessment Summary
Public Open House
Delta Hotel, Winnipeg – November 22, 2017

Manitoba

Why are we here?

- Provide information about the proposed P6 All-Season Road Project
- Discuss the previous open house
- Summarize potential effects and mitigation measures
- Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

Project P6 – All-Season Road



Description of Project P6

- 138.3 km ASR linking Manto Sipi, Bunibonibee and God's Lake:
  - 66.4 km section joining Bunibonibee and God's Lake
  - 71.9 km section from Manto Sipi intersecting the above
- Includes two major water crossings:
  - God's River
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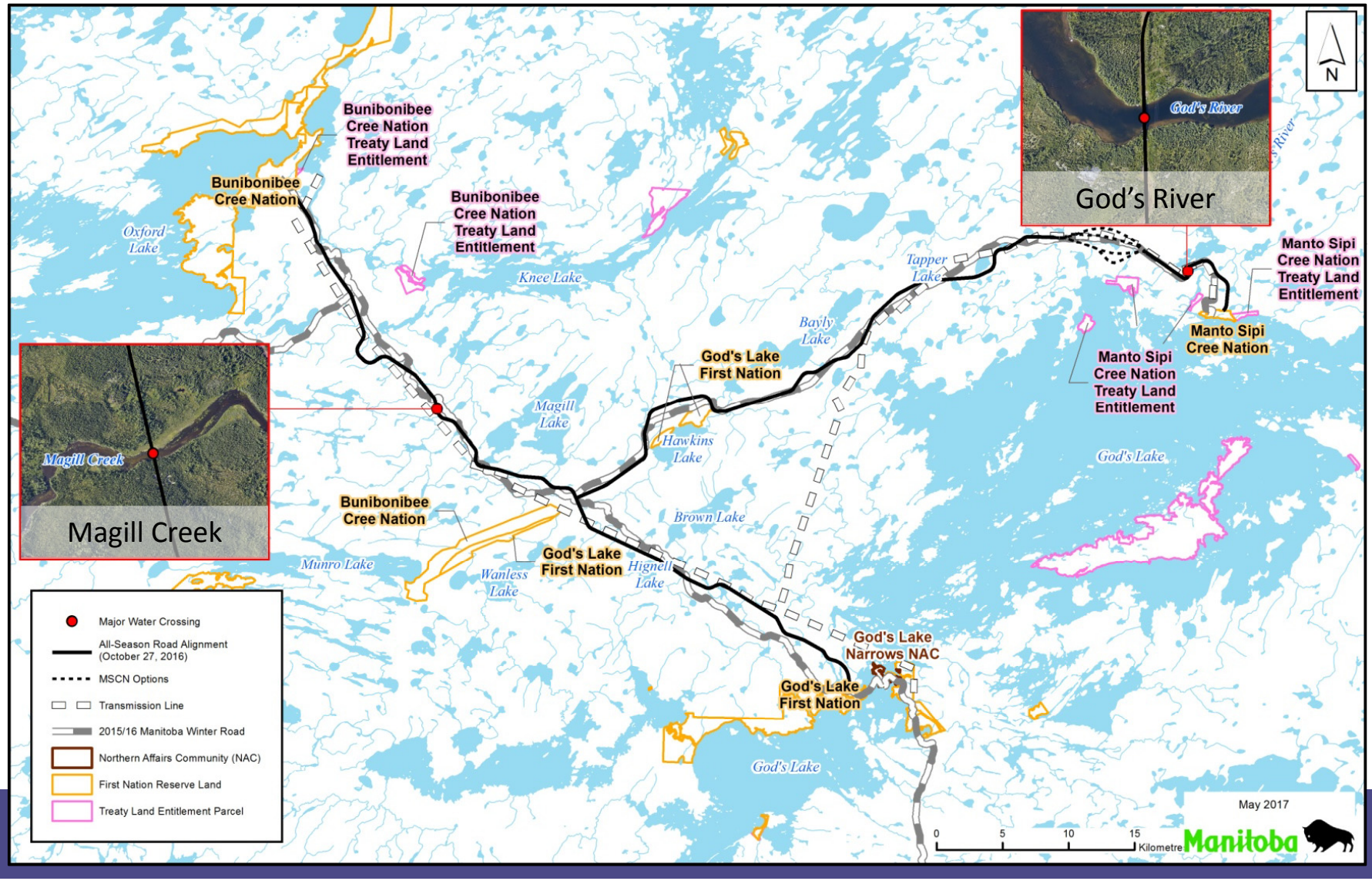
- Approximately 51 minor crossings or drainage equalization culverts





Major Water Crossings



Prior Community Discussions

- Meetings held with Manto Sipi CN, Bunibonibee CN, God's Lake FN and God's Lake Narrows NAC starting in 2009 to discuss the project and select the best road location (Previous to the EA)
- The EA has included meetings with the communities, and Traditional Knowledge studies, workshops and interviews
- Changes made to the potential route to avoid sensitive areas based on community input
- Additional meetings planned following completion of the EA





EA Community Engagement

- Round 4 meetings
  - December 8, 2016 with Bunibonibee Cree Nation
  - December 9, 2016 with God's Lake First Nation and God's Lake Narrows
- Round 5 meetings
  - March 15, 2017 with Bunibonibee Cree Nation
  - March 24, 2016 with God's Lake First Nation and God's Lake Narrows
  - September 22, 2016 with Manto Sipi Cree Nation (combined Round 4 and 5)
- Round 6 meetings
  - November 6, 2017 with Bunibonibee Cree Nation
  - November 7, 2017 with God's Lake First Nation and God's Lake Narrows
  - TBD with Manto Sipi Cree Nation





Winnipeg Public Open House 1

- Was held on May 17, 2017
- The purpose of the meeting was to:
  - Provide information about the proposed P6 All-Season Road Project
  - Review the options that have been considered
  - Discuss potential effects and mitigation measures
  - Hear from you about what you value, so that it can be considered in the Environmental Assessment (EA) and addressed in the project design

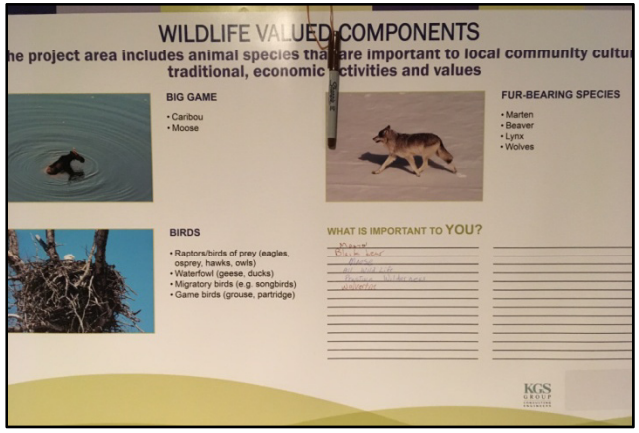




Summary of What We Heard – Winnipeg Public Open House 1

- What we heard from you:
  - Interest in the Heritage Resources Impact Assessment and baseline studies
  - Wolves are the reason for the decline in the moose population
  - Poaching may increase with better access
  - Interest in sensitive caribou sites or calving areas
  - Potential for invasive species such as zebra mussels with better access
  - Interest in the sequence and timeline of the road construction
  - The Project will improve the quality of life of members in the directly affected communities
  - All wildlife and pristine wilderness are important
  - Wildlife VCs include marten, black bear, moose, wolverine and mink
  - Interested in access to more Project information through a website
  - Interest in how the Project may affect bear, wolf and moose hunting related to lodges/outfitters

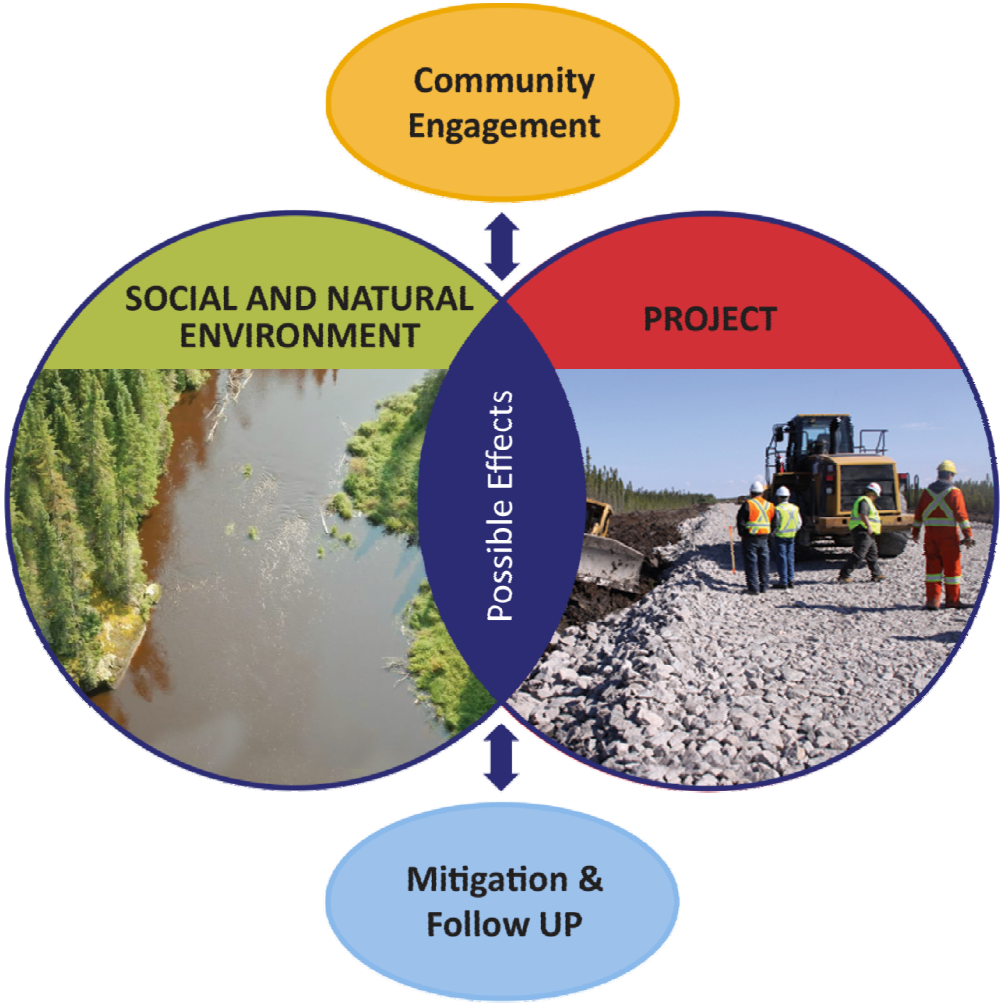




What Is Environmental Assessment





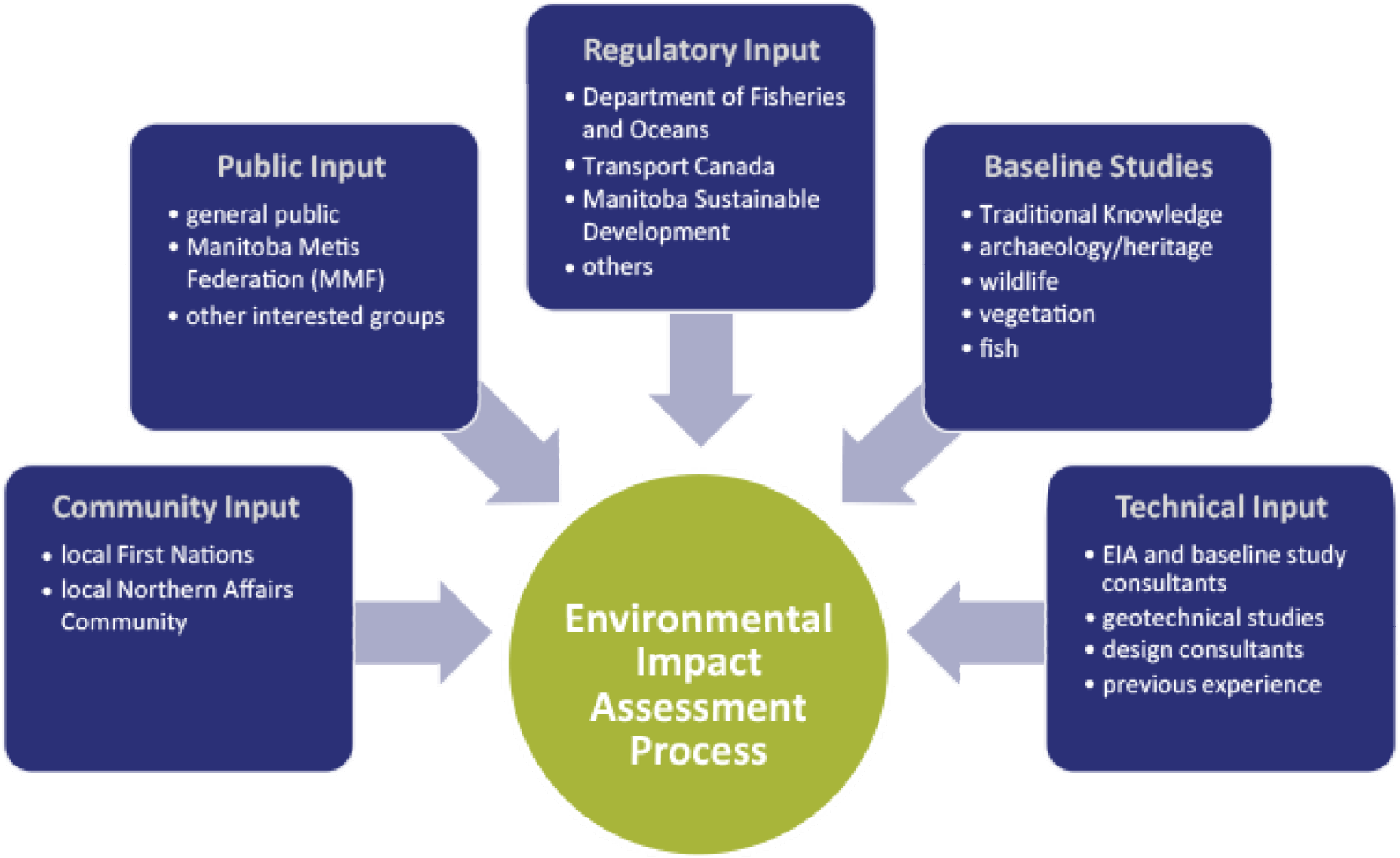


Baseline Data



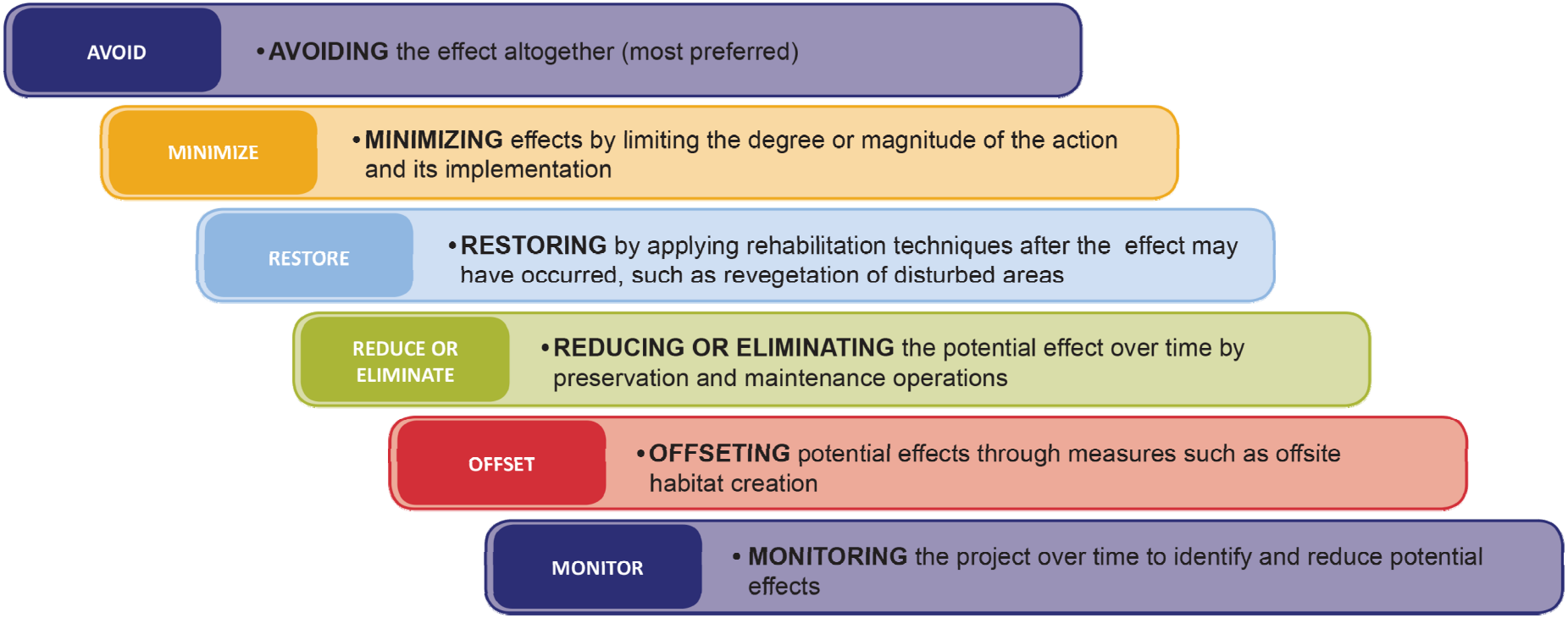
- Traditional Knowledge (TK)
- Baseline studies to augment TK studies
  - Vegetation
  - Wildlife
  - Archaeology/Heritage
  - Fish and Habitat
- Used to confirm alignment
- Provide information for the Environmental Assessment
- Used to assist in project design and construction

Inputs Into The EA Process



How to Address Possible Effects

Mitigation measures are actions that can be done to avoid or reduce the effects that a project may have on the environment



Potential Effects
Moose and Caribou

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Limit construction worker activity to project area • Maintain habitat, encourage natural re-vegetation and planting with native species • Limit access of right-of-way
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Restrict hunting in construction contract areas
Accidental wildlife-vehicle collisions		• Road design: improved sightlines, reduced speed, and signage on road
Increased access to resource areas		• Block temporary access roads after construction

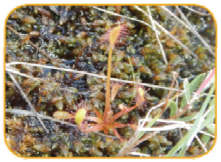
Potential Effects Furbearers

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Burn slash piles during first winter to limit furbearer use • Maintain habitat, encourage re-vegetation and planting with native species
Disturbance from construction		• Clearing and blasting to occur as much as possible in winter, outside reproductive period • Maintain camp standards to avoid creating wildlife attractants
Accidental wildlife-vehicle collisions		• Improve sightlines, reduced speed, and signage on road • Design equalization culverts to provide an alternate means of access for furbearers
Increased access to resource areas		• Block temporary access roads after construction

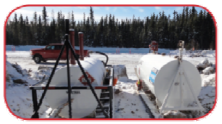
Potential Effects
Birds

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Change in habitat		• Minimize extent of vegetation clearing • Maintain riparian buffer zones along water's edge
Disturbance and displacement from noise		• Restrict construction worker activity to project area • Clearing and blasting to occur as much as possible in the winter, outside reproductive period
Disturbance of existing nests		• No work below high water mark in spring to prevent accidental nest disturbance • Identification and protection of critical nesting sites during construction • Buffer around active nests and stick nests
Increased access to resource areas		• Restrict hunting in construction areas • Block temporary access roads after construction limiting access of the right-of-way

Potential Effects Vegetation

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Removal of trees and shrubs in construction areas		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Prohibit equipment outside of construction area
Loss of species of concern and habitat from clearing activities		• Minimize extent of clearing to right-of-way, quarries, and borrow pits • Survey for species of concern
Spread of invasive and non-native species		• Reclaim disturbed areas not required for road operation and maintenance • Restore ground cover in ditches with native species
Change in wetland subsurface water flow		• Maintain subsurface water flow through design and installation of equalization culverts
Increased access to resource areas		• Block access roads after construction

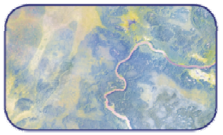
Potential Effects
Fish, Reptiles and Amphibians

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Habitat loss or change in productivity		• Avoid critical reproduction period and locations • No work below the high water mark in spring
Change in water quality from sediment		• Clear in winter and limit clearing near watercourses and restore vegetation • Use erosion protection and sediment control
Improved access to waterways		• Block access roads after construction
Blocked movements		• Design culverts for passage and natural flow
Changes in water flows		• Design culverts for passage and natural flow
Harm from accidental spills		• Protect water quality through proper equipment maintenance, handling and storage of fuel, and disposal of waste • Prohibit use of herbicides near watercourses
Introduction of non-native species from equipment		• Ensure equipment working beside or in water has been properly cleaned

Potential Effects
Heritage and Cultural Sites

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss or disturbance to heritage, culture (sacred) or community use sites		• Avoid known heritage sites or recover artifacts • Maintain buffers and temporary fencing around heritage sites that are near the proposed All-Season Road during construction
		• Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land
		• Limit equipment and workers to construction areas
		• Block temporary access roads after construction

Potential Effects
Traditional Resource Activities

POSSIBLE CHANGES (EFFECTS)		SUGGESTED MITIGATION
Loss of traditionally used plants from clearing		• Map important traditional use areas for project planning and design (routing and set backs)
Change to moose/caribou distribution affecting hunting		• Protect moose and caribou *(see boards)*
Change to furbearer distribution affecting trapping		• Protect furbearers *(see boards)* • Maintain access to traplines and trails during construction • Design trail crossings to maintain trapper access and trails
Change in fishery harvest and collection of aquatic plants and fish eggs		• Protect fish, reptiles, amphibians *(see boards)*
Limiting travel routes for resource harvesting		• Provide an approach for current users to cross the road and signs posted showing the road crossing at portages
Increased access to resource areas		• Block temporary access roads after construction

Schedule

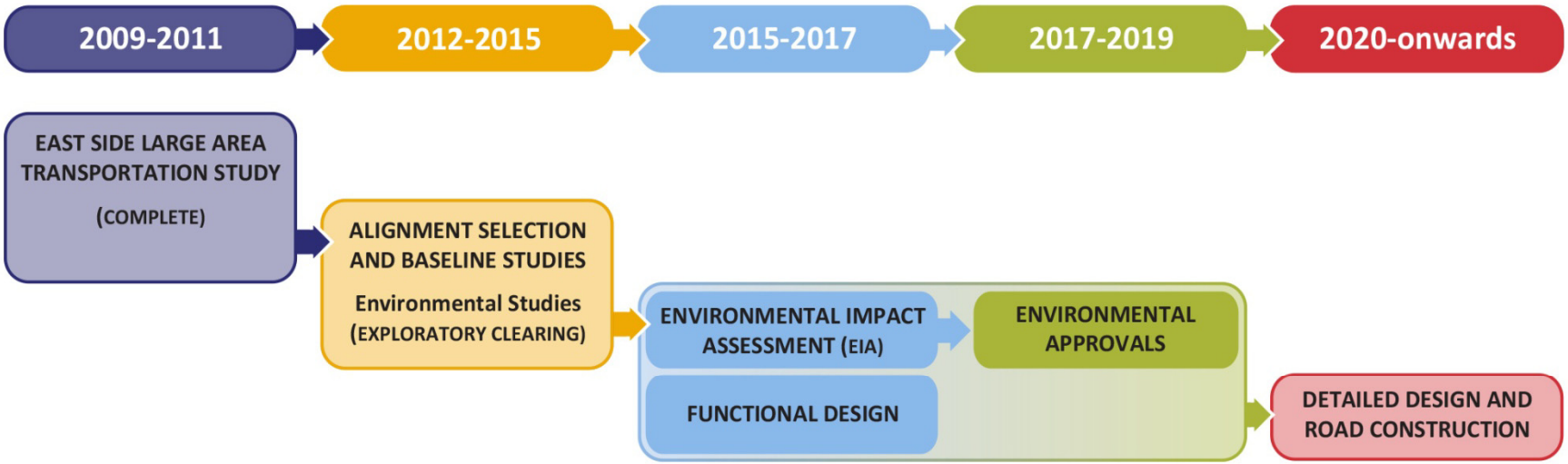

2009-2011
2012-2015
2015-2017
2017-2019
2020-onwards
EAST SIDE LARGE AREA TRANSPORTATION STUDY
(COMPLETE)
ALIGNMENT SELECTION AND BASELINE STUDIES
Environmental Studies
(EXPLORATORY CLEARING)
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
ENVIRONMENTAL APPROVALS
FUNCTIONAL DESIGN
DETAILED DESIGN AND ROAD CONSTRUCTION

Table Talks!

Please stay and talk with us!

- We want to hear and learn from you!
- Write on the boards
- Tell us what is important to you, and what should be considered
- Please complete a comment sheet

Next Steps:

- Finalize the Environmental Impact Statement and submit to federal and provincial regulators by early 2018
- On-going communication and dialogue with the communities


Moose


Caribou

Thank you for your participation



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