

following the presentation, and a review of storyboards after the presentation. It was noted that God's Lake FN members would be invited to mark up the boards in terms of Valued Components (VCs) or other considerations that should be considered in the EA process. MI and its consultants would be available to answer any questions that community members had when reviewing the storyboards.

MI representatives indicated that Chief and Council had signed a BCR for the original route alignment. As discussed at a previous meeting with Chief and Council, the alignment had been changed because of archaeological and engineering reasons (the revised alignment was moved to terrain which is more suitable to roads). MI stated that the route alignment might still be changed slightly after exploratory clearing and geotechnical reviews. MI requested that Chief and Council review the revised alignment and sign a BCR if they are supportive of the revised alignment. In addition, if Chief and Council agree with exploratory clearing for this winter season, a BCR would be required. Additional BCRs, including Section 35 consultation, if requested by Chief and Council, would be required for project construction in the future.

#### **Attendees:**

Twenty-two local residents signed the sign-in sheet for the community meeting, while twenty-three residents were in attendance.

MI provided its newsletter, and a figure showing the steps to select, design and construct an ASR to attendees. Coffee, bottled water, fruit and vegetable platters, fruit juices, stew, bannock and dessert were available for attendees.

#### **Advertising:**

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and announced on the local radio. Stewart Hill coordinated the meeting with Councillor Hubert Watt from God's Lake FN.

#### **MI Presentation:**

The community meeting began at approximately 2:00 p.m. Stewart Hill provided translation of the presentation. After introductions of the MI and consultant team members, a video was shown followed by a PowerPoint presentation. The video provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of engagement that will be conducted as part of the EA process and regulatory approvals required. The PowerPoint presentation provided the following:

- An overview of the ESTI including the status of Project 1 – ASR from Provincial Road 304 to Berens River FN, Project 4 – ASR connecting Berens River to Poplar River FN, and Project 7a – Pauingassi and Little Grand Rapids FNs connection to Little Grand Rapids Airport.
- Steps to Select, Design & Construct an ASR.
- Maps of the P6 ASR alignment.
- A description of P6 including route alignment changes and the two major water crossings.
- What is an Environmental Impact Assessment (EIA). Inputs into the EIA process and the importance of community engagement was described.

- An overview of prior discussions held with the community of God's Lake.
- An overview of baseline data required for the EA including Traditional Knowledge (TK) and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat).
- Valued Components (VCs) selected for wildlife, vegetation, aquatics and culture.
- The proposed P6 schedule and next steps including two additional rounds of engagement with communities for the EIA.

### Comments and Questions:

A summary of the questions and comments from the community following the presentation, one-on-one discussions and the responses from MI and its consultants are provided as follows:

- 1) A member questioned what would happen as the TK studies were conducted for the East Side Road Authority (ESRA).

*MI noted that Remote Road Operations (RRO) would require approval from the FN again to use the TK information for any other project besides P6, as previously agreed to by ESRA. Confidential information will be given back to community members to use.*

- 2) With the realignment, will additional baseline studies be required?

*MI indicated that with the realignment the route was moved to higher ground where road building materials are located. There are no additional crossings. The environmental baseline studies were completed for the realignment. If there are further realignments additional desktop and field studies may be required for aquatics, archaeology and vegetation. MI indicated that copies of the baseline studies will be made available to the community.*

- 3) With the realignment of the ASR, how many contracts will be awarded?

*MI indicated that there will likely be one or two contracts this winter season for additional clearing. Geotechnical work is the next step in the design phase after clearing.*

- 4) Will the realignment make the EA process longer? When was the realignment decided on?

*No, the realignment will not lengthen the EA process. The P6 Project will require Federal and Provincial approvals to proceed. The realignment was decided in June 2016 after a helicopter flyover that identified the concerns with the alignment.*

- 5) A member questioned why the alignment was changed. Was satellite mapping available for the original alignment?

*MI indicated that the original alignment was based on Lidar and trying to find high ground. Realignments occurred after that based on community input. When the alignment was looked at in the field in June 2016, the alignment was changed because of archaeological and engineering (wet terrain) concerns.*

*MI to send maps to the community showing the realignment from God's Lake to the intersection.*

- 6) When will the borrow pit locations be determined? What types of materials will be used? This needs to be discussed with Chief and Council, and trappers.

*MI indicated that borrow and quarry locations would be determined after the geotechnical studies. Granular and clay materials will be obtained from within the road right-of-way where possible. MI will meet with the communities to identify quarry areas located outside of the right-of-way.*

- 7) Will there be blasting?

*Likely, but this will be determined once the geotechnical studies are done.*

- 8) What will happen to the old clearing done for the former alignment?

*MI indicated that it will grow back as the area was not grubbed so the roots and seeds of the previous vegetation remain in the soil.*

- 9) If the FN communities are interested in getting contracts to build the road, can MI endorse that?

*MI indicated that they cannot endorse that from a project perspective, but the FN can request that from the province.*

#### **Poster Boards:**

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer any questions. The boards showed maps of the P6 route alignment and maps/aerial photos of the two major water crossings which require bridges. Boards also outlined baseline studies conducted to date, and VC's for wildlife, vegetation, aquatics, heritage, culture and the socio-economic environments. For each VC, the boards provided for community members to write directly on the board to provide more specific information on features that should be considered in the EIA. The final board provided space for community members to write down any other considerations that should be considered in the EIA beyond what was described on the other boards.

#### **Feedback:**

- For the next EA meeting, youth should be encouraged and specifically invited to attend.
- 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.
- One hunter indicated the species he most commonly hunts are geese, moose and caribou. A few other people also hunt caribou. Ice/snow weather conditions make it dangerous to be on the land in the spring – there's a small window of time when he and others can get out on the land. He also expressed an interest about the groundwater conditions associated with one of the local existing roads. As there is only one culvert, the current is stronger in the spring and there are problems with water overtopping the road in the spring flooding and heavy fall rains. In response, MI indicated that surface

water and groundwater conditions are considered for the culverts required for the P6 ASR.

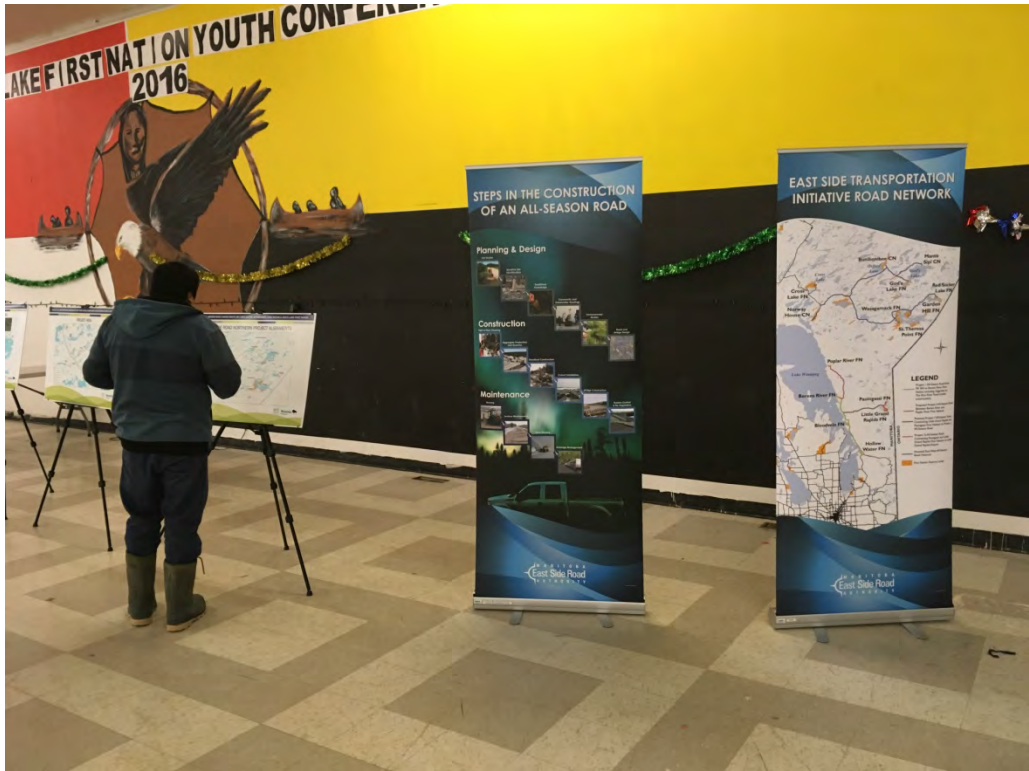
- For comments written on the Poster Boards by community members refer to the attached photos.

**Attachments:**

- Photos (including comments from community members on poster boards)

Photo Release Waivers were obtained from the individuals shown in the enclosed photos.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.















## AQUATIC VALUED COMPONENTS



### FISH HABITAT

- Supports fish of importance 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? God's Lake FN - Dec 9, 2016

*Health of Water of Fishways  
Adjacent to Fish Leas?*


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

WHAT IS IMPORTANT TO YOU? God's Lake FN - Dec 9, 2016

*Blueberries less now than before*


**Project 6 All-Season Road Linking Manto Sipi Cree Nation,  
Bunibonibee Cree Nation & God's Lake First Nation  
God's Lake Narrows Northern Affairs Community  
Round 4 Community Meeting**

**Date:** December 9, 2016

**Time:** 4:30 p.m. – 6:30 p.m.

**Location:** God's Lake Narrows Community Hall

**In Attendance:** Manitoba Infrastructure (MI) Project Team  
Jaime Smith, Elmer Thiessen, Scott Johnstone, Bonita Lavalee,  
Gord Chamberlain

KGS Group  
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Joro Consultants  
Blair McMahon

God's Lake Narrows Community Attendees  
Lorraine Watt, Raymond Trout, Marie Bland, Madeline Bland,  
Jeremy Bland, Kelly Burton, Patti Burton, Tessa Brightnose, Gary  
Trout, Beverley Nozz

**Summary:**

MI held a community meeting in God's Lake Narrows Northern Affairs Community (NAC) on Friday December 9, 2016 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi Cree Nation (CN), Bunibonibee CN and God's Lake First Nation (FN). The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 4) was to provide information to community members regarding the P6 ASR project, review the alignment options which have been considered and to solicit input from members about what is important to consider in the EA process. As outlined below, MI and its consultants made a presentation regarding the Project which was followed by a question and answer period. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

**Attendees:**

Ten local residents signed the sign-in sheet for the community meeting, in addition there were two young children in attendance.

MI provided its newsletter, and a figure showing the steps to select, design and construct an ASR to attendees. Coffee, bottled water, fruit, fruit juices, sandwiches and dessert were available for attendees.

## **Advertising:**

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and announced on the local radio. Stewart Hill coordinated the meeting with Marie Bland in the community.

## **MI Presentation:**

The community meeting began at approximately 5:00 p.m. Stewart Hill provided translation. After introductions of the MI and consultant team members, a video was shown followed by a PowerPoint presentation. The video provided the history of the East Side Transportation Initiative (ESTI) as well as outlined the purpose and steps involved in the EA process, the rounds of engagement that will be conducted as part of the EA process and regulatory approvals required. The PowerPoint presentation provided the following:

- An overview of the ESTI including the status of Project 1 – ASR from Provincial Road 304 to Berens River FN, Project 4 – ASR connecting Berens River to Poplar River FN, and Project 7a – Pauingassi and Little Grand Rapids FNs connection to Little Grand Rapids Airport.
- Steps to Select, Design & Construct and ASR.
- Maps of the P6 ASR alignment.
- A description of P6 including route alignment changes and the two major water crossings.
- What is an Environmental Impact Assessment (EIA). Inputs into the EIA process and the importance of community engagement was described.
- An overview of prior discussions held with the community of God's Lake Narrows.
- An overview of baseline data required for the EA including Traditional Knowledge (TK) and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat).
- Valued Components (VCs) selected for wildlife, vegetation, aquatics and culture.
- The proposed P6 schedule and next steps including two additional rounds of consultation with communities for the EIA.

## **Comments and Questions:**

A summary of the questions and comments from the community following the presentation, one-on-one discussions and the responses from MI and its consultants are provided as follows:

- 1) Will there be construction this winter?

*There will be 4.6 km of exploratory pre-construction clearing (10 m path) this winter.*

## **Poster Boards:**

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer any questions. The boards showed maps of the P6 route alignment and maps/aerial photos of the two major water crossings which require bridges. Boards also outlined baseline studies conducted to date, and VC's for wildlife, vegetation, aquatics, heritage, culture and the socio-economic environments. For each VC, the boards provided for community members to write directly on the board to

provide more specific information on features that should be considered in the EIA. The final board provided space for community members to write down any other considerations that should be considered in the EIA beyond what was described on the other boards.

**Feedback:**

- A hunter on Elk Island indicated that Touchwood Lake is important for moose as is Knife Lake. A lot of moose hunting occurs at Bayly Lake and Fishing Eagle. The hunter hunts moose along God's Lake.
- Opening up the road 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 knowledge to survive. The Elders will be gone by the time the road 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.

**Attachments:**

- Comment Sheets returned
- Photos

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.



# YOUR FEEDBACK

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

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & 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?

Madeline Bland Comments: Dec. 9/16

- The Young people will have a hard time/hard life as they will not have the land knowledge to survive - The Elders will be gone by the time the road comes through
- They do not have the survival knowledge of the land.
- Safety has to be a consideration - the road should be built good to avoid accidents - to avoid collisions.
- There should be more Youth involvement - there should be other means of engagement, and feedback.

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  
1-866-356-6355



Comments from God's Lake Narrows NAC Elder  
- provided at Dec 9, 2016 Community Meeting (Round 4)

Ever since the very beginning on talks of the Eastside all season road I have had an idea that has resonated in my head.

Today I would like to voice my idea regarding the development of this project. Yes I know there are both pros and cons with this development but my concern is somewhat different.

As a member of a small northern reserve community,

We all have family and friends in neighbouring communities just as people in southern communities do. Even though the distance between our small communities may not be very far apart geographically, they are "extreme" distances to travel when it comes to physically and financially crossing those same distances.

We often have reasons such as family weddings, funerals, traditional ceremonies, illnesses or interschool sporting activities to travel to other neighbouring communities. It is very disappointing for the children to form sporting teams and then not be able to face any other community team for a game. However due to very costly airfares, large bodies of rough water to cross, or in the winter extremely cold weather to face when crossing frozen lakes by skidoo, can be very dangerous. Winter road access is available, at the most two months a year. The high rate of unemployment has many families relying on Social Assistance and this does not provide sufficient funds for families to travel by any means to other communities in times of need. For all the reasons mentioned, we are often unable to attend various important functions.

This is where my idea arises.

Would it be possible once all bush clearing is complete to have the permanent road built between Oxford House, God's Lake Narrows, God's River and the Island Lake communities first, before the remainder of the road is completed all the way to these other communities. This would provide much easier, safer and earlier access to these neighbouring communities. Join our communities by road at the present time and complete the remainder of the Eastside road up to Oxford House after we have intercommunity access.

This is just my "food for thought" that I wanted to share with my Community leaders and official Eastside road planners and developers.

This would also provide much needed employment for our local and neighbouring Community people.

This could make our lives much easier and safer.











Appendix 5-4:  
Round 5 IPEP Community Meeting  
Summaries

---

**Project 6 All-Season Road Linking Manto Sipi Cree Nation,  
Bunibonibee Cree Nation & God's Lake First Nation  
Bunibonibee Cree Nation  
Round 5 Community Meeting**

**Date:** March 15, 2017

**Time:** 12:00 p.m. – 3:00 p.m.

**Location:** Bunibonibee Cree Nation (Oxford House) Elementary School

**In Attendance:** Manitoba Infrastructure (MI) Project Team  
Jaime Smith, Elmer Thiessen, Gord Chamberlain, Edwin Mitchell

KGS Group  
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

Bunibonibee Cree Nation Community Attendees  
Ross Colon, Marion Wood, Jeremy Wood, Clinton Weenusk, Rose Sinclair, Jennifer Weenusk, Nora Chubb, Neal Bradburn, William Grieves, Horace Crane (local coordinator), Alpheus Hart (Interpreter), James Wood, Mary Hart, Robert Weenusk, Clarence Hart, Eugene Munroe, Ethan Wood, Howard McKay, Callie Spence, Lloyd Spence, Donald Hart, Roy Weenusk, Chris Chubb, Valerie Muskego, Richard Robinson, Renelda Munroe, Barbara Stinson, Fran Wood, Herman Chubb

**Summary:**

MI held a community meeting in Bunibonibee Cree Nation (CN) on Wednesday, March 15, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi CN, Bunibonibee CN and God's Lake First Nation (FN). The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 5) was to provide information to community members regarding the P6 ASR project, discuss comments received during the Round 4 engagement meetings with the communities, and to discuss potential effects and share possible mitigation measures. In addition, the Round 5 engagement meeting was intended to get feedback from the community as to what they value so that these can be considered in the EA and addressed in project design. As outlined below, MI and its consultants made a presentation regarding the project which included questions during the presentation. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

**Attendees:**

Twenty-nine local residents signed the sign-in sheet for the community meeting including the local community coordinator for the project. In addition a mechanic from Winnipeg (Ross Quirie) who was in the community at the time of the presentation attended the meeting.

MI provided its newsletter, a comment sheet and a handout which provided an overview of the Traditional Knowledge (TK) studies conducted for the project to attendees. Coffee, bottled water, fruit, fruit juices, vegetables and dip, chicken, pizza and french fries were available for attendees.

### **Advertising:**

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and was announced on the local radio station. Stewart Hill coordinated the meeting with Horace Crane in the community.

### **MI Presentation:**

The presentation began at approximately 1:15 p.m. following the lunch provided. Alpheus Hart, an Elder from the community, provided translation. After introductions of the MI and consultant team members, MI and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- Maps of the P6 ASR alignment.
- A description of P6 ASR including the two major water crossings, and the 52 minor crossings or drainage equalization culverts required for the project.
- A summary of prior community discussions with the Bunibonabee CN. This included community meetings, the dates for the TK studies, workshops and interviews along with past discussions that resulted in changes to the potential route to avoid sensitive areas based on community input.
- The purpose of the December 8, 2016 Round 4 engagement meeting with the community, held specifically for the EA, was provided. A summary of what MI heard from the communities in the Round 4 meetings was also presented.
- A description of what an EA is. Inputs into the EA process and the importance of community engagement was described. An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat) was provided. The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- How to address possible effects from the project through mitigation including avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) on Valued Components and mitigation ideas to minimize potential effects of the project were also presented. Slides were presented for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were displayed as poster boards at the community meeting. The poster boards also included a column where community members could write additional possible changes or mitigation ideas.
- The proposed P6 schedule and next steps including one additional round of consultation in the summer with communities for the EA.



## Comments and Questions:

A summary of the questions and comments from the community after the presentation are provided as follows:

- 1) A community member asked about what data MI had in terms of traplines crossed by the road.

*MI has obtained data on registered traplines crossed by the ASR from Manitoba Sustainable Development.*

- 2) Is work being conducted now?

*Exploratory clearing is being conducted now as it's needed prior to construction. However, construction of the ASR cannot begin until the environmental licenses are received from the provincial and federal governments.*

- 3) A community member asked why MI was engaging with the Manitoba Metis Federation (MMF).

*The Canadian Environmental Assessment Agency (CEAA) considers the MMF an Aboriginal group and MI is required to engage with Aboriginal groups who may have an interest in the project. In addition, MI is required to engage with the general public regarding the project.*

- 4) How are vegetation studies conducted?

*Aerial surveys are conducted in the study area and along the road alignment. In terms of vegetation, habitat classifications in the area are looked at and fieldwork is set up to go to each habitat type recording all species found along the alignment. Each baseline study (TK, wildlife, vegetation, heritage, aquatics) follows its own protocol. It was noted that community members assisted in the baseline studies for the project.*

- 5) Will Chief and Council be given copies of the baseline study reports, and will they be available to community members?

*Reports will be provided to Chief and Council, and should be made available to the community. MI will ask Chief and Council if they can give copies of the reports to the school.*

- 6) When will we get the road?

*MI is currently completing the EA for the project. The EIS report will be submitted to Manitoba Sustainable Development and the Canadian Environmental Assessment Agency later this year. Once approvals are obtained, construction can begin. Construction is expected to occur after 2020.*

- 7) Will the culverts that are being installed rust and affect fish?

*Culverts will be galvanized steel. They will be designed according to the Manitoba Stream Crossing Guidelines. They'll be embedded and allow for fish passage.*

8) How will the culverts affect beavers?

*The maintenance program for the ASR includes removing obstructions such as beaver dams and maintaining drainage.*

9) Why does it take so long to get approvals to construct the ASR? The approvals for the Manitoba Hydro line that services the community in the late 1990s was much faster.

*EAs in the 1990s were done under less stringent environmental legislation than occurs today. The approvals process is more thorough and takes much longer.*

10) Will finding diamonds in the area speed up the ASR?

*MI doesn't have information to answer the question.*

11) Why can't the ASR be built along the transmission line?

*ASR routing requirements in terms of terrain are very different from transmission lines.*

### **Poster Boards:**

MI displayed boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer questions. The poster boards showed maps of the ASR projects in the northern study area, the P6 route alignment and a map/aerial photos of the two major water crossings. Poster boards provided a summary of what MI heard from the communities in the Round 4 engagement meetings for the project. A poster board also described inputs into the EA process and the importance of community engagement including an overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). In addition, a graphic was provided showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

A series of boards identified possible changes (effects) and mitigation ideas for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. These boards provided space for community members to write down any other mitigation ideas that should be considered in the EA beyond what was described on the boards. No additional feedback was provided on the boards.

### **Feedback:**

- Make copies of the PowerPoint presentation available at the community meeting. The lighting in the school made it difficult to see the slides. A microphone might also be helpful for Elders that are hearing impaired. Reports should be shared with others in the community after Chief and Council. In response to a request from Marion Wood a copy of the Round 4 (December 8, 2016) and Round 5 (March 15, 2017) presentations along with a blank comment sheet were emailed by Shaun Moffatt (KGS Group) to Marion on March 16, 2017.
- Following the presentation, a community member asked about fuel spills on ice roads. In response, it was indicated that mitigation measures will be in place to prevent spills.

Additional care and precautions are taken around water. In the event of a spill, procedures are in place to ensure the spill is cleaned up.

- On a comment sheet, it was questioned whether there is an opportunity to dedicate memorials on the road such as the bridges.

**Attachments:**

- Comment Sheets returned
- Photos

Photo Release Waivers were obtained from the individuals shown in the enclosed photos. Additional verbal confirmation was obtained at the start of the meeting for approval to use photos in future presentations and as part of the EA.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

# YOUR FEEDBACK

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

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & 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?

- Copies of all slides made available
- proper lighting for viewing slides
- use of microphone - hearing impaired Elders
- sharing of reports with others after C & C

\*

Send  
copies of slides  
to

Redacted

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: 1-204-391-1682  
Toll Free: 1-886-356-6355  
Fax number: 1-204-945-0593





# YOUR FEEDBACK

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

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & 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?

*Is there an opportunity to dedicate memorials on the road such as bridges? Rosemary's uncle John Sinclair spent his life maintaining the winter road. He has since passed on but would be nice to acknowledge him somewhere on the road with his name.*

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

Name: *Rosemary Sinclair (Recorded by Stewart Hill)*

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: 1-204-391-1682  
Toll Free: 1-886-356-6355  
Fax number: 1-204-945-0593



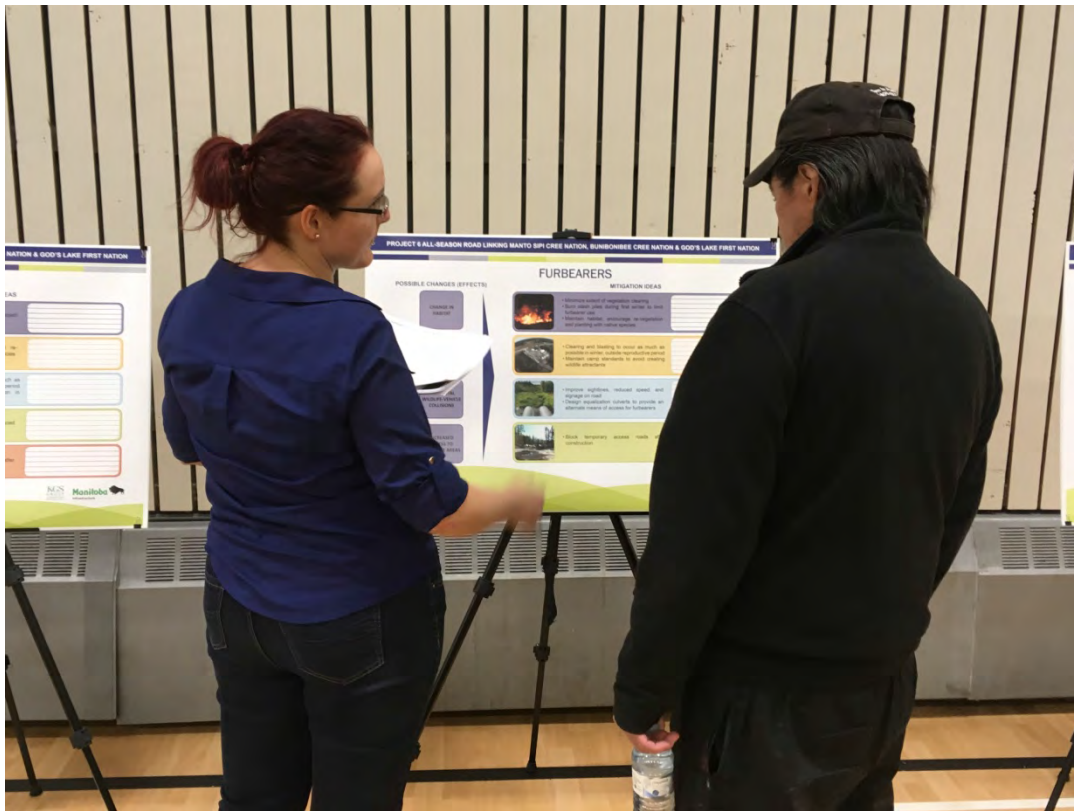


















**Project 6 All-Season Road Linking Manto Sipi Cree Nation,  
Bunibonibee Cree Nation & God's Lake First Nation  
God's Lake First Nation  
Round 5 Community Meeting**

**Date:** March 24, 2017

**Time:** 12:00 p.m. – 3:00 p.m.

**Location:** God's Lake First Nation Youth Centre

**In Attendance:** Manitoba Infrastructure (MI) Project Team  
Kimber Osiowy, Jaime Smith, Elmer Thiessen, Gord Chamberlain,  
Edwin Mitchell

KGS Group  
Shaun Moffatt, Elisabeth Hicks, Stewart Hill

**Attendees**

Joseph Hastings, Howard Okemow, Rosabell Ross, Bruce Trout, Adelaide Andrews, Dylia Bee, Gordon Andrews, Stan Okemow, Mary C. Okemow, Doug Hastings, Sidney Duck, Doreen Captain, Mary E. Okemow, Maggie Halcrow, Joseph Trout, Madeline Trout, Larry Spence, Nancy Spence, Wayne Dorion, Michelle Nasee, Kaitlin Wood and Larry Andrews

**Summary:**

MI held a community meeting in God's Lake First Nation (FN) on Friday, March 24, 2017 as part of the Environmental Assessment (EA) process for Project 6 which is proposing to construct an All-Season Road (ASR) linking Manto Sipi Cree Nation (CN), Bunibonibee CN and God's Lake FN. The length of the ASR is 138.3 km (a 66.4 km section joining Bunibonibee and God's Lake, and a 71.9 km section from Manto Sipi intersecting the other section).

The purpose of the meeting (Round 5) was to provide information to community members regarding the P6 ASR project, discuss comments received during the Round 4 engagement meetings with the communities, and to discuss potential effects and share possible mitigation measures. In addition, the Round 5 engagement meeting was intended to get feedback from the community as to what they value so that these can be considered in the EA and addressed in project design. As outlined below, MI and its consultants made a presentation regarding the project which included questions during the presentation. Poster boards and maps were displayed around the community hall for review and discussion with MI and its consultants following the presentation.

**Attendees:**

Twenty-three local residents signed the sign-in sheet for the community meeting.

MI provided its newsletter, a comment sheet and a handout which provided an overview of the Traditional Knowledge (TK) studies conducted for the project to attendees. Coffee, bottled water, fruit, fruit juices, vegetables and dip, soup and sandwiches were available for attendees.

## **Advertising:**

The community meeting was advertised prior to the event through notices posted in prominent locations within the community and was announced on the local radio station. Stewart Hill coordinated the meeting with Morley Duck in the community.

## **MI Presentation:**

The presentation began at approximately 1:30 p.m. following the lunch provided. Stewart Hill, a member of the consultant team for MI, provided translation. After introductions of the MI and consultant team members, MI and its consultants gave a PowerPoint presentation which provided the following:

- A summary of why we are here.
- Maps of the P6 ASR alignment.
- A description of P6 ASR including the two major water crossings, and the 52 minor crossings or drainage equalization culverts required for the project.
- A summary of prior community discussions with the God's Lake FN. This included community meetings, the dates for the TK studies, workshops and interviews along with past discussions that resulted in changes to the potential route to avoid sensitive areas based on community input.
- The purpose of the December 9, 2016 Round 4 engagement meeting with the community, held specifically for the EA, was provided. A summary of what MI heard from the communities in the Round 4 meetings was also presented.
- A description of what an EA is. Inputs into the EA process and the importance of community engagement was described. An overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat) was provided. The importance of the baseline data in terms of confirming the alignment, providing information for input into the EA, and assisting in project design and construction was also described.
- How to address possible effects from the project through mitigation including avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.
- A series of PowerPoint slides identifying possible changes (effects) on Valued Components and mitigation ideas to minimize potential effects of the project were also presented. Slides were presented for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. As indicated below, these slides were also poster boards at the community meeting. However, the poster boards also included a column where community members could write additional mitigation ideas.
- The proposed P6 schedule and next steps including one additional round of consultation in the summer with communities for the EA.

## **Comments and Questions:**

There were no questions after the presentation, however, members provided comments and asked questions of MI representatives at the poster boards (see feedback below).

## **Poster Boards:**

MI posted boards around the community hall for community members to review after the presentation. MI and consultant team members were available to answer questions. The poster boards showed maps of the ASR projects in the northern study area, the P6 route alignment and a map/aerial photos of the two major water crossings. Poster boards provided a summary of what MI heard from the communities in the Round 4 engagement meetings for the project. A poster board also described inputs into the EA process and the importance of community engagement including an overview of baseline data required for the EA including TK and baseline studies (vegetation, wildlife, archaeology/heritage, and fish and habitat). In addition, a graphic was provided showing how to address possible effects from the project through avoidance (most preferred), minimization, restoration, reduce or eliminate, offsetting and monitoring.

A series of boards identified possible changes (effects) and mitigation ideas for moose, caribou, furbearers, birds, vegetation, fish, reptiles and amphibians, heritage and cultural sites, and traditional resource activities. These boards provided space for community members to write down any other mitigation ideas that should be considered in the EA beyond what was described on the boards. The only feedback provided on the boards was an elder sketching a possible alignment alteration to avoid his Trapline (see comment sheet and board photograph).

## **Feedback:**

- One member noted that the moose population in the area seems to be declining and thought it might be because of clearing in the area.
- Another member indicated that the road won't affect animals as they will return once construction is completed. In addition, the road may attract animals.
- MI should involve the youth of the community for input into the project and what to expect in the future.
- An elder expressed interest in a small portion of the ASR which crosses through his trapline. His preference would be to move the alignment (see photograph of sketch on storyboard). The member, on a comment sheet, expressed interest in how the ASR may affect his trapline.
- A former Chief and former councillor from the FN stated that he was not concerned how the ASR will affect wildlife, heritage resources or the general environment to any great extent. However, he is concerned 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 in return.

## **Attachments:**

- Comment Sheets returned
- Photos

Photo Release Waivers were obtained from the individuals shown in the enclosed photos. Additional verbal confirmation was obtained at the start of the meeting for approval to use photos in future presentations and as part of the EA.

Copies of the meeting notice, the PowerPoint presentation and the poster boards are provided separately as an annex to the EIS.

# YOUR FEEDBACK

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

Your feedback and input on the All-Season Road between Manto Sipi Cree Nation, Bunibonibee Cree Nation & 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?

Joseph Hastings's licence #?  
ph: 71 204-335-2913 Elder / trapper (retired)

- Concerned about freeline placement and how it will affect this trapper.

- Family is taking over displacement.

- Resident of God's Lake First Nation

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

Name: Joseph Hastings

Contact information (email / phone number): Redacted

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: 1-204-391-1682  
Toll Free: 1-886-356-6355  
Fax number: 1-204-945-0593





