

Annex A2-9:
Presentation – Poplar River First Nation
Community Meeting (Round 4)



EAST SIDE TRANSPORTATION INITIATIVE

Berens River to Poplar River FN Road Network



The Environmental Assessment

**Presentation to
Poplar River First Nation**

April 23, 2015

Why are we here?

We are here today to:

- Provide information about the 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

- 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
- Construction employment, training & economic opportunities
- Enhanced opportunities for local sustainable economic development



1. Construction of an all-season road from Provincial Road PR 304 to Berens River First Nation

Status: The project has received environmental authorizations and approvals from federal and provincial regulators and construction is underway on the 156 km all-season road from PR 304 to Berens River First Nation.

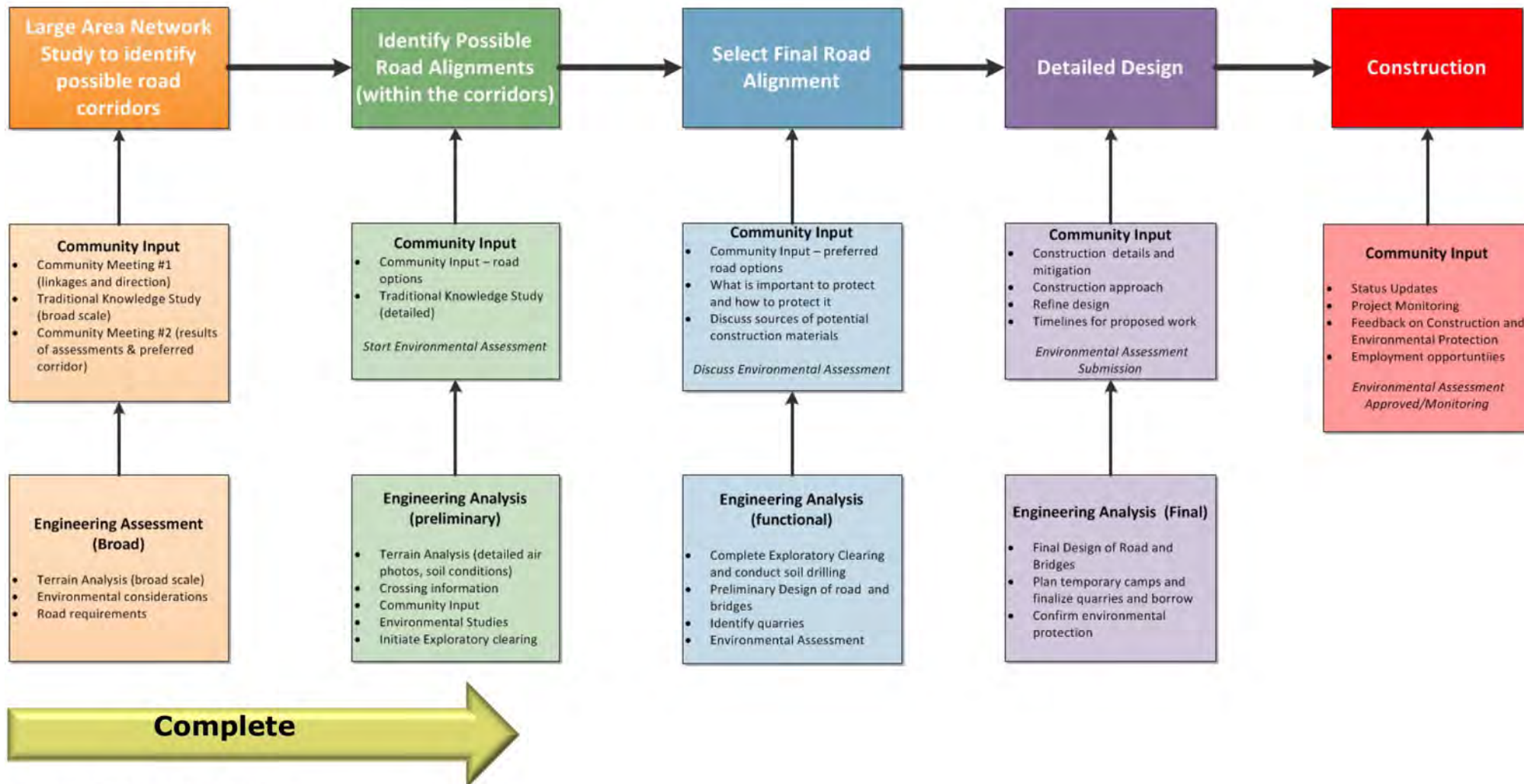
2. East Side Large Area Transportation Network Study

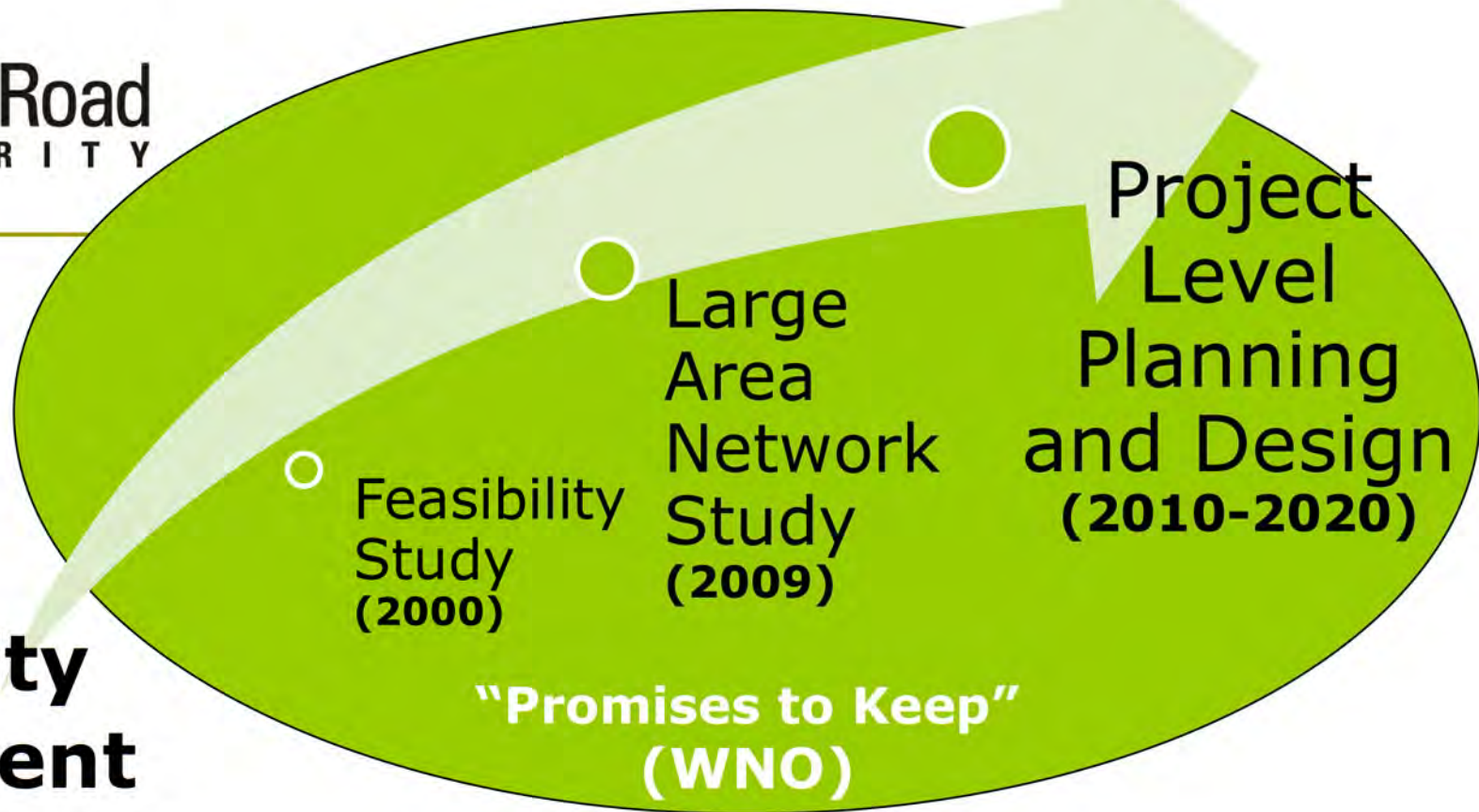
Status: Interim winter road enhancements are underway with planning and environmental assessments to support the construction of pioneer and all season roads occurring in prioritized locations.

3. Community Economic Development

Status: Community benefits agreements are in place with 13 east side communities including Poplar River and Berens River.

Steps to Select, Design & Construct an All Season Road





Community Engagement

- Community input is key to developing a good project
- ESRA will meet and discuss the project:
 - environmental site conditions;
 - potential impacts;
 - measures to avoid, reduce or eliminate impacts; and
 - construction employment and training.

Prior Community Discussions & Agreements

- Since 2009, ESRA has met with the Poplar River community to discuss the project and select the best road location
 - Community Meetings
 - February 9, 2012
 - December 2, 2009
 - April 2, 2009
 - Asatiswisipe Aki Ma Ma Wichitowin Mutual Land Relationship Board & elders
 - February 25, 2014
 - November 26, 2012
 - September 24, 2012 (Elders)
 - March 12, 2012



Prior Community Discussions & Agreements

- ❑ Past discussions resulted in changes in the potential route away from sensitive areas, based on community concerns
- ❑ Memorandum of Understanding and Community Benefits Agreement Signed in 2010



A) 94 km of All Season Road joining
Poplar River to Berens River

Includes:

4 major water crossings:

- Leaf River
- North Etomami River
- Etomami River
- Berens River

6 possible minor crossings or
culverts, and

Equalization culverts

B) On Reserve Access Road

- 430m on Poplar River First Nation



Road Route Refinements (overall)

- Original route concept has been refined several times based on:
 - community feedback and knowledge of the land
 - results of traditional knowledge, archeology, soils and wildlife investigations



Evolution of Road Route Refinements

- Two route options originally identified –
 - Coastal Route
 - Inland Route
- Considered topographic, physiographic, geological, social-economic and natural environmental information
- Moved route from muskeg areas near Lake Winnipeg further inland to suitable terrain for constructability



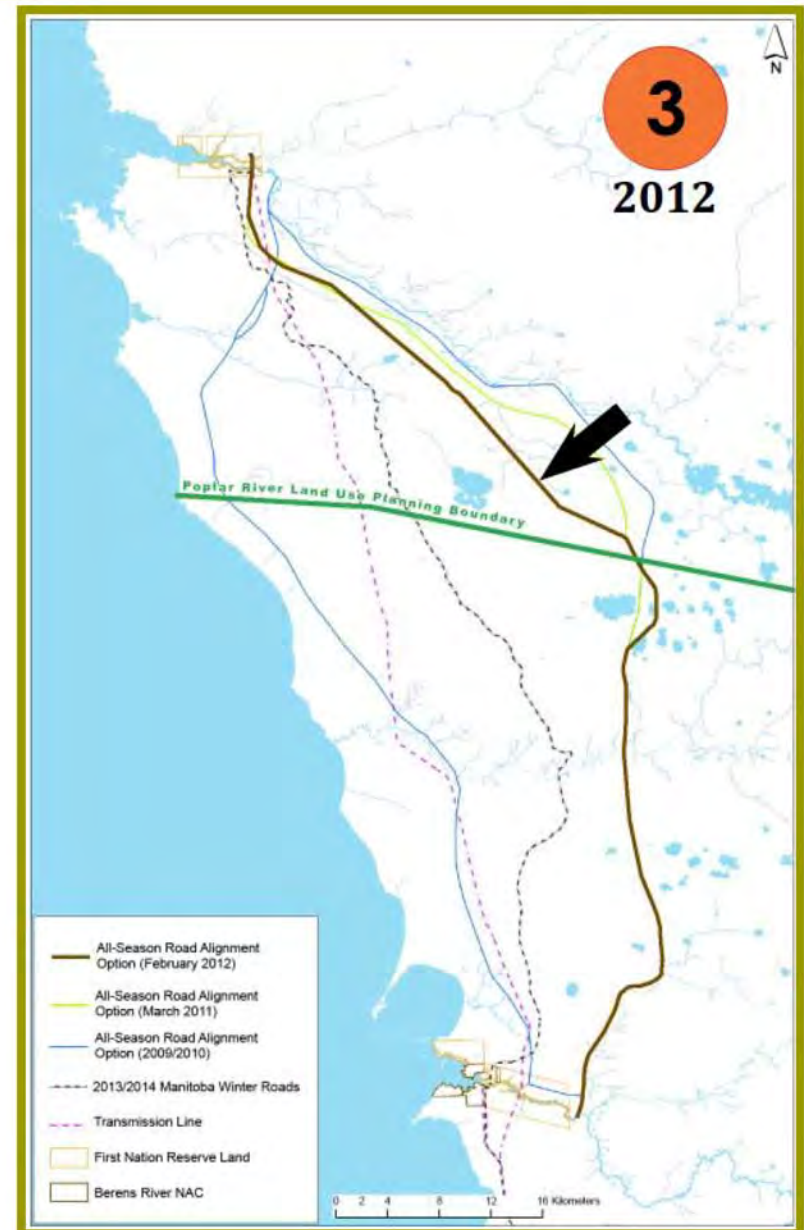
Evolution of Road Route Refinements

- ❑ Moved route from muskeg areas near Lake Winnipeg further inland for constructability
- ❑ Moved portion of route to west away from Poplar River traditional use areas
- ❑ Moved portion of route to east away from sensitive habitat and traditional use areas near Etomami River



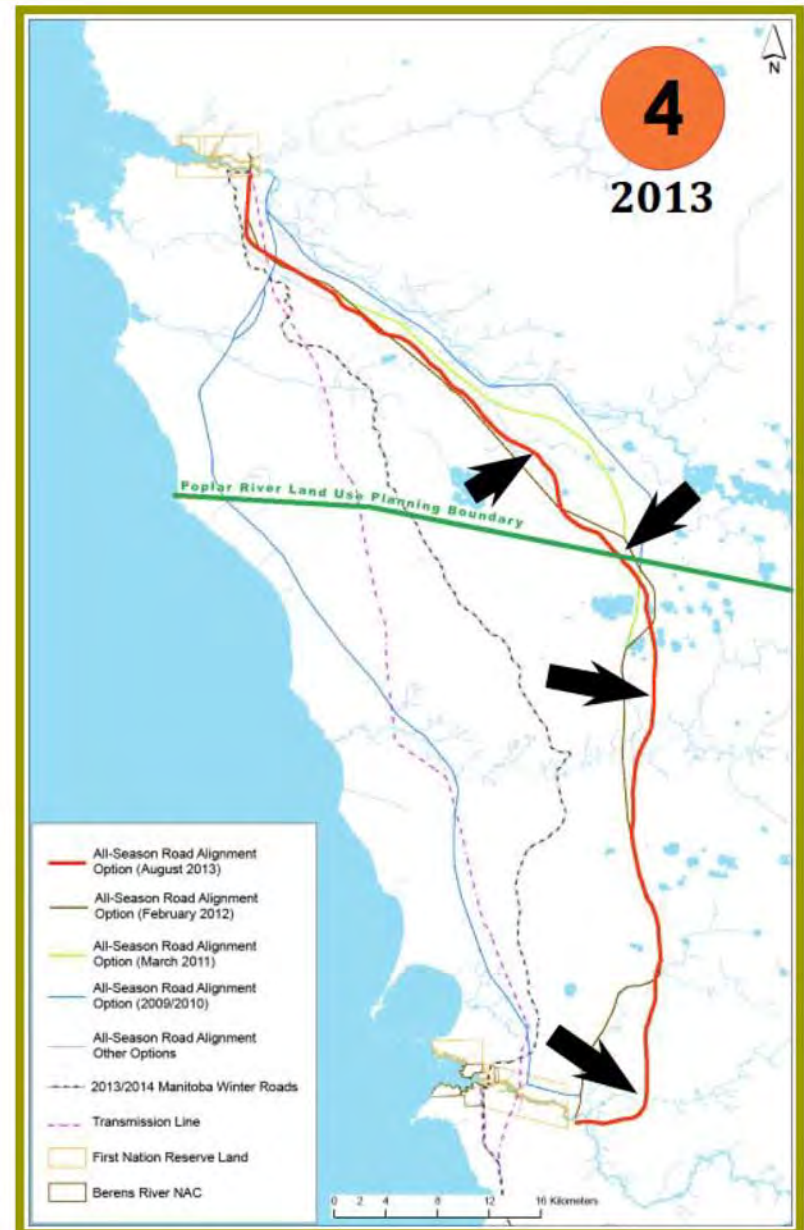
Evolution of Road Route Refinements

- Moved route from muskeg areas near Lake Winnipeg further inland for constructability
- Moved portion of route to west away from Poplar River traditional use areas
- Moved route further to the west to avoid sensitive sites



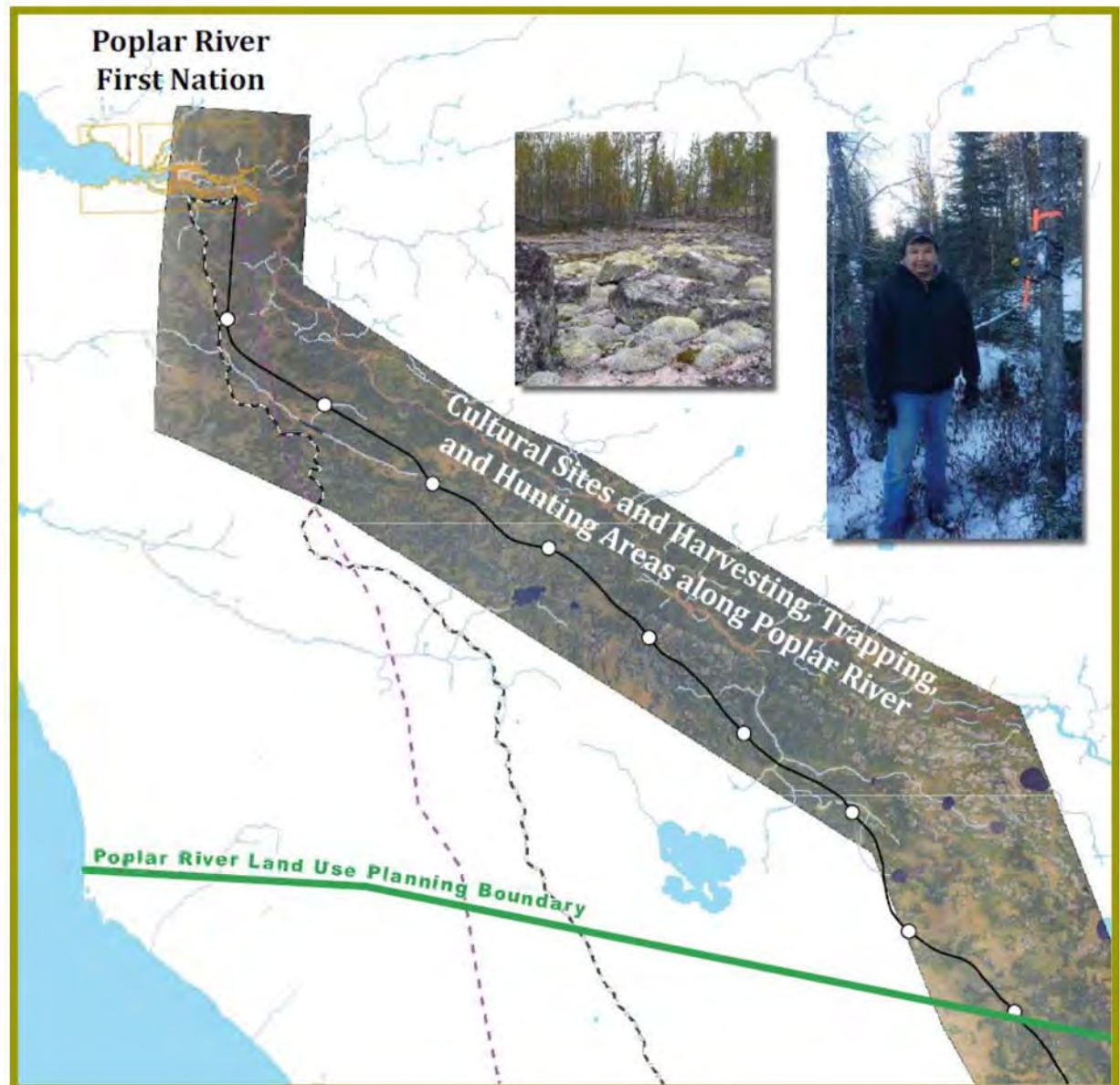
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- ❑ **Moved portion of route to east away from sensitive habitat and traditional use areas near Etomami River**



Summary of Road Route Refinements – Poplar River

- Moved portion of route west to avoid Poplar River
 - Harvested plants
 - Cultural /sacred sites
 - Traditional land use
- Moved portion of route further west to avoid sensitive sites identified during baseline studies and discussions with elders
- Avoids muskeg and wetlands along shoreline route and winter road



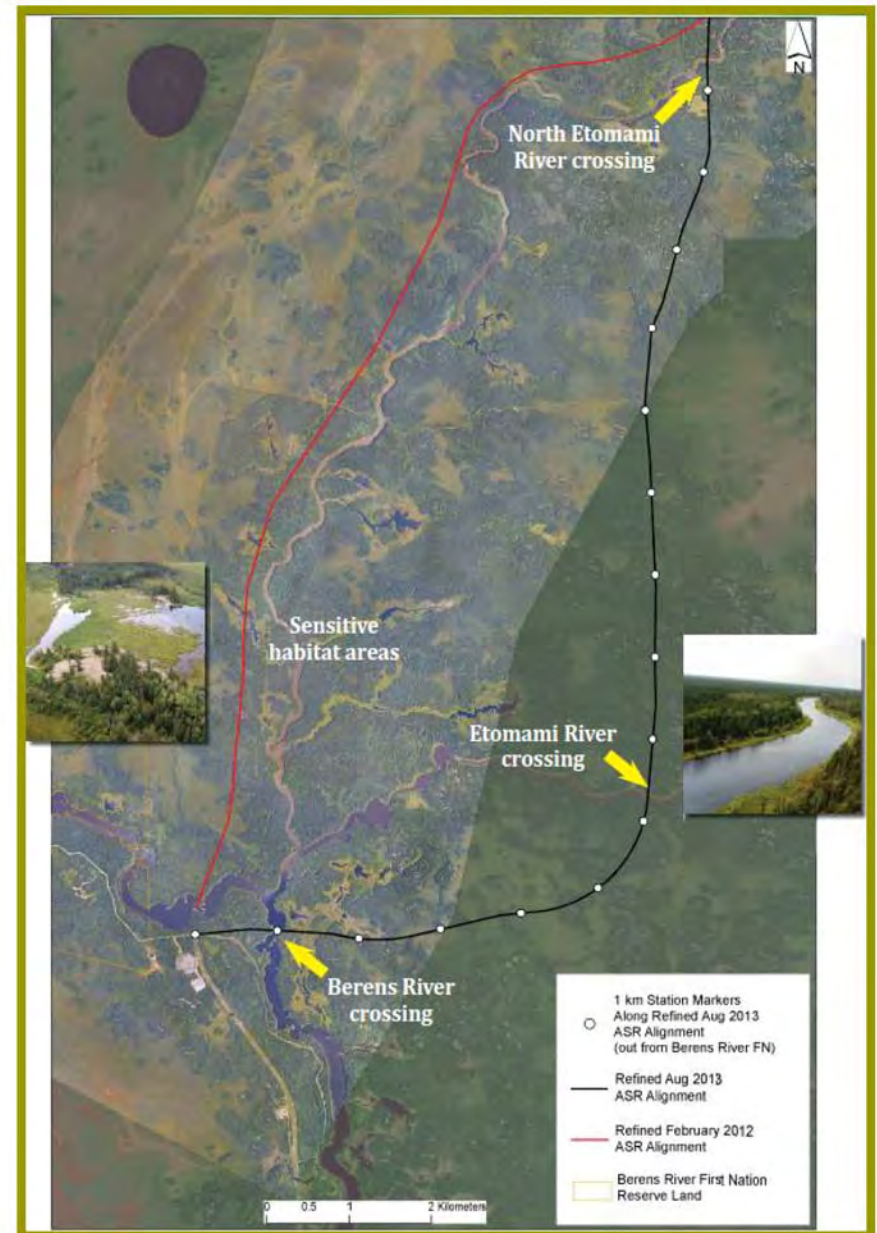
Summary of Road Route Refinements - Berens River

- Realigned road to avoid:
 - Habitat
 - Traditional land use areas

- Moved portion of route further east to avoid Etomami valley

- Requires additional river crossing sites

- Avoids muskeg and wetlands along shoreline route and winter road

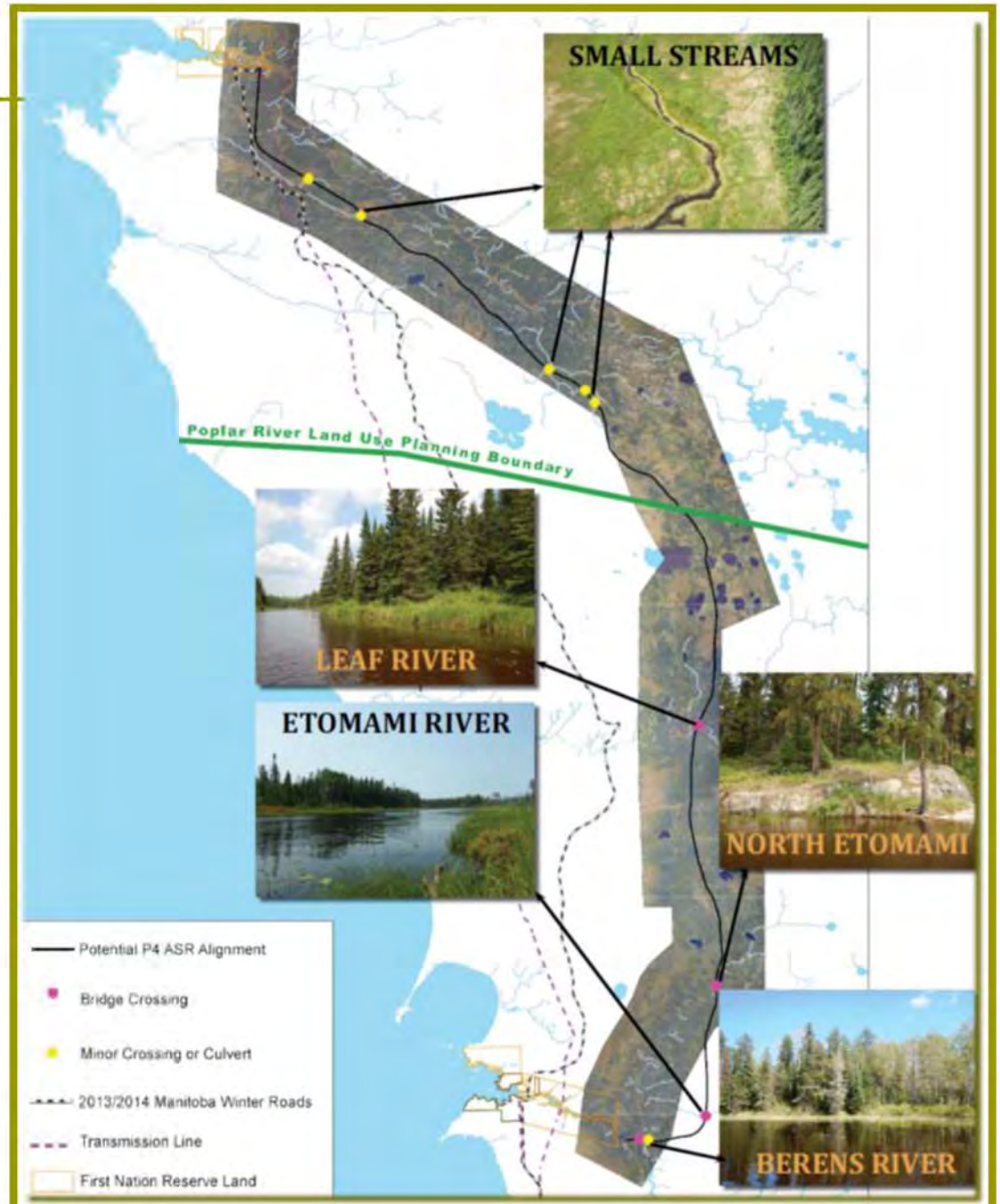


River Crossings

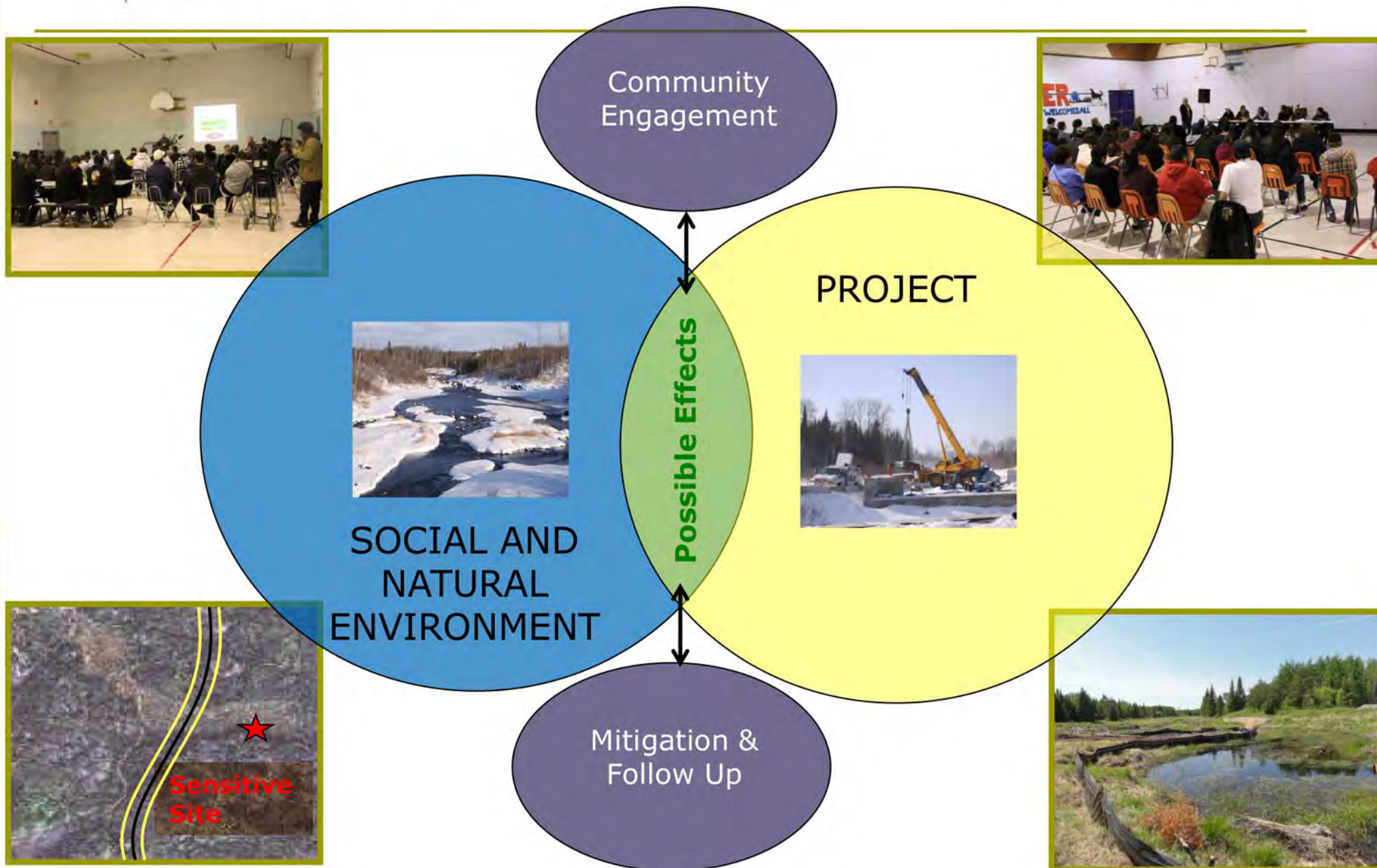
- Revised route will require additional river crossing sites
 - More crossings, but away from sensitive community areas

- Four bridge crossings:
 - Berens River
 - Etomami River
 - North Etomami River
 - Leaf River

- Six minor crossings or culverts

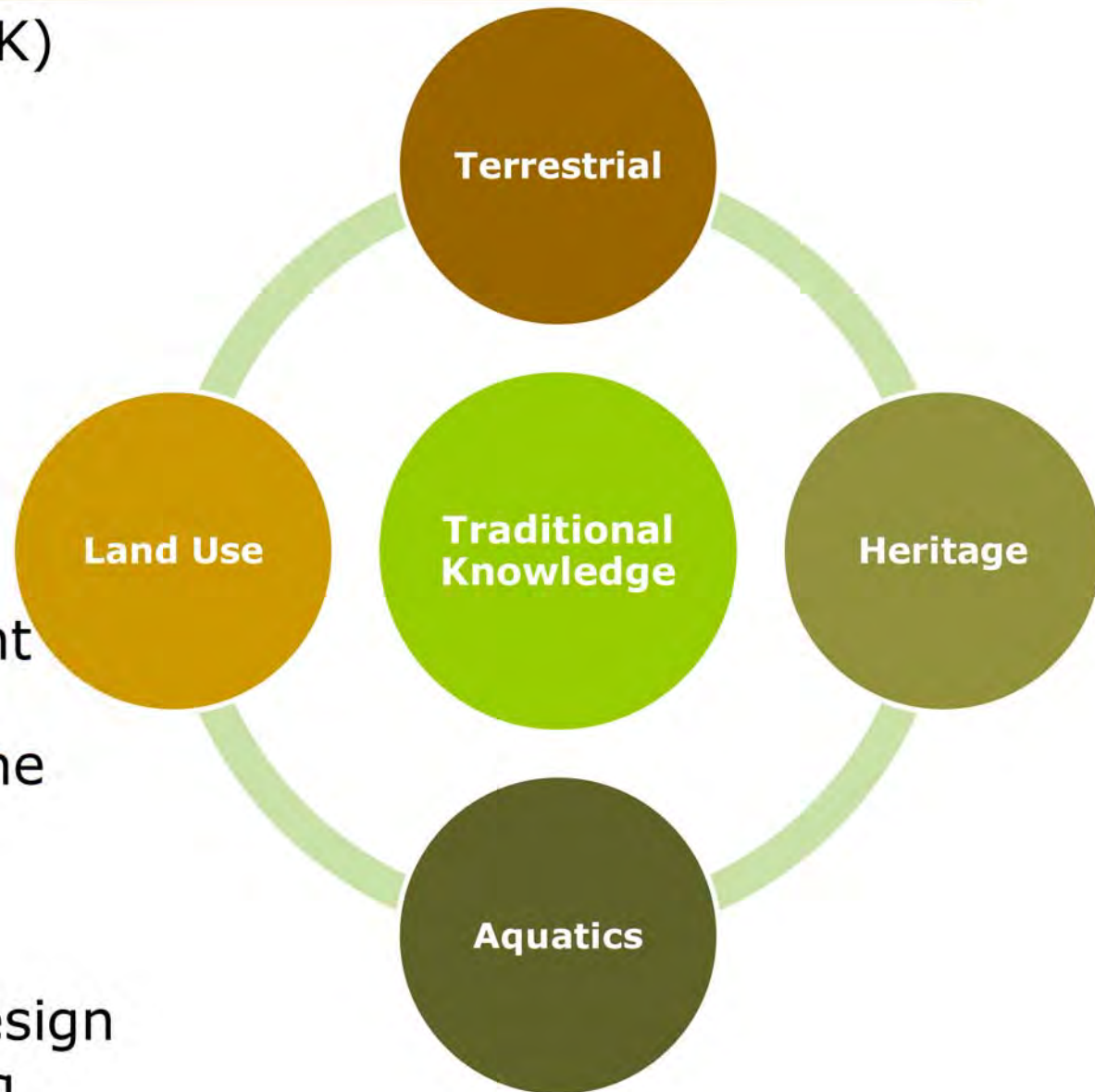


What is Environmental Assessment?



Baseline Data

- ❑ Traditional Knowledge (TK)
- ❑ Biophysical studies to augment TK studies
 - Vegetation
 - Wildlife surveys
 - Archaeological studies
 - Fisheries and habitat
- ❑ Used to confirm alignment
- ❑ Provide information for the Environmental Impact Assessment
- ❑ Referenced for project design and construction planning

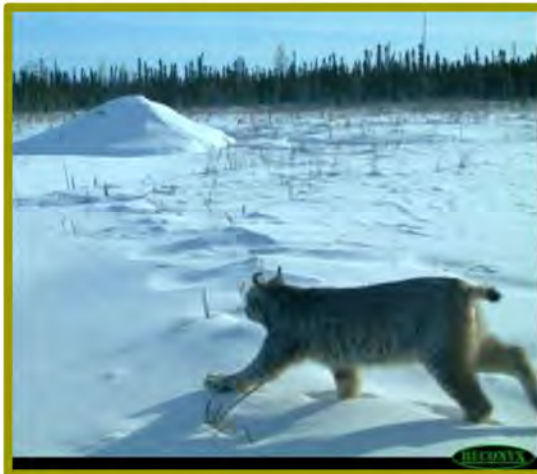


Wildlife – Trapper Program

- ❑ Program started winter 2013/2014
- ❑ 3 trappers from Poplar River
- ❑ Trappers are recording:
 - Fur harvest information
 - Weather conditions
 - Animal tracks and sign
 - Collecting samples



- ❑ Identify important habitat
- ❑ Identify presence of protected species
- ❑ Incorporate local knowledge
- ❑ Evaluate movement relative to existing roads, transmission lines, cut lines, etc.
- ❑ Predator/prey relationships
- ❑ Focus on caribou with additional species data collected, including:
 - Furbearers (trapped species)
 - Moose
 - Wolves



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)



Aquatic – Valued Components

- ❑ **Important for local community cultural, traditional, and economic activities & values**
- ❑ **Aquatic habitat**
- ❑ **Harvested fish species:**
 - Walleye / Pickerel
 - Northern Pike / Jackfish
 - White Sucker
 - Lake Whitefish
 - Lake Sturgeon



Cultural - Valued Components

- Input from
 - Communities
 - Elders
 - Archeological studies

- Cultural and archeological sites

- Areas important for community health and well-being

- Harvesting of edible, medicinal, and cultural plants

- Trapping & hunting



Schedule

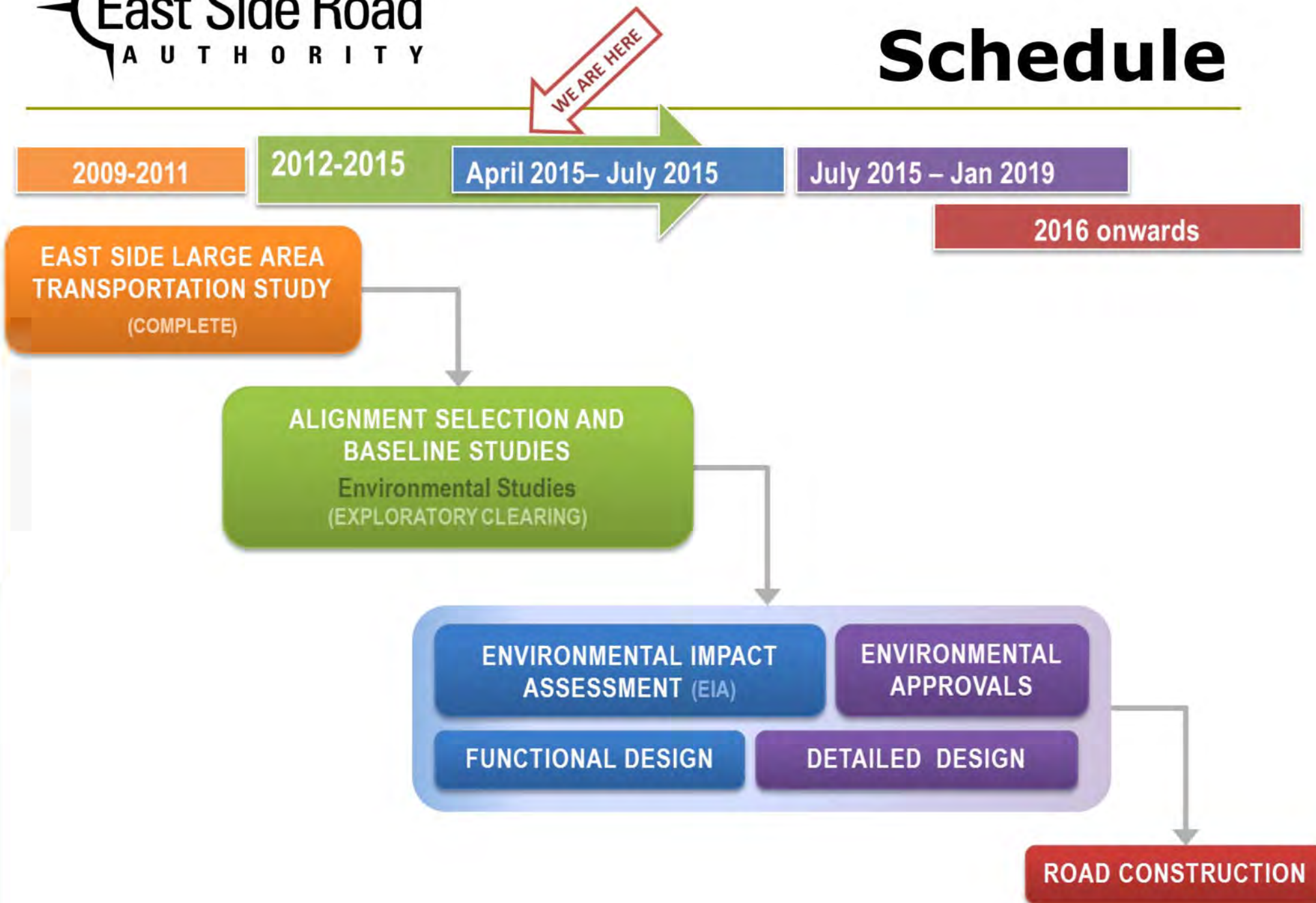


Table Talks!

- We want to hear and learn from you
- Write on boards what is important to you, and what should be considered

We will be back to meet with you to discuss the following:

- **Late Spring 2015:** To review potential effects of the project and identify how these effects may be addressed
- **Early Summer 2015:** To confirm findings of the environmental assessment with the community

Please stay and talk with us!



Thank you for your participation!

Contact Information

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