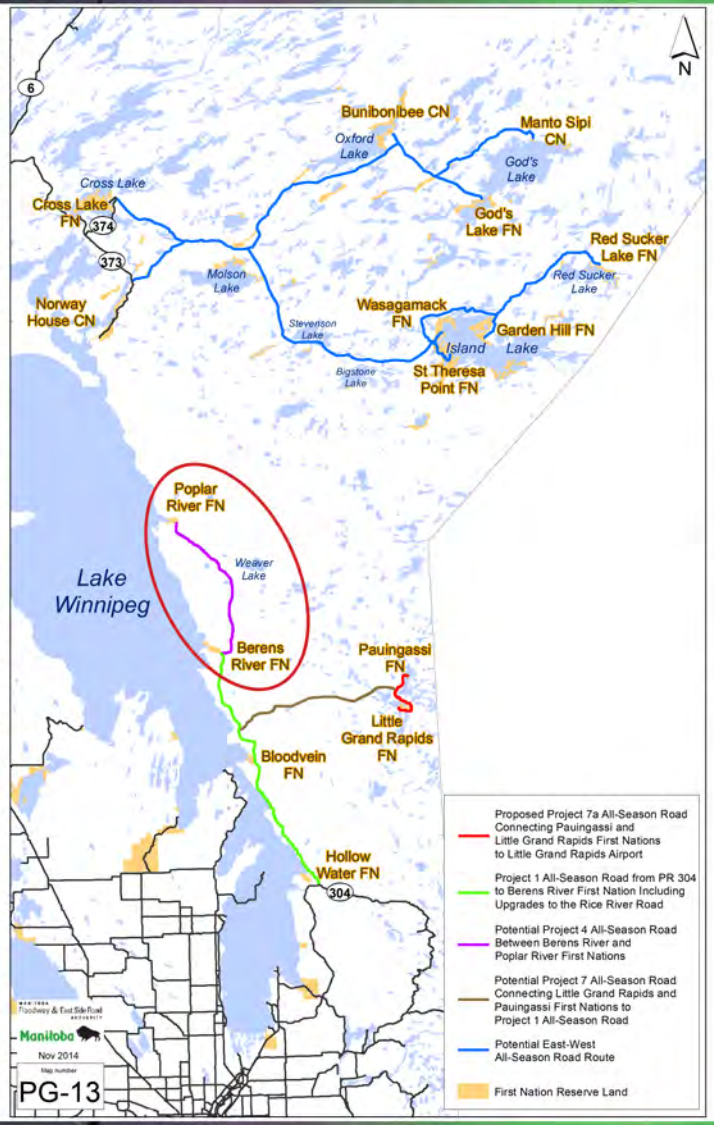
Annex A3-5:
Display Boards – Berens River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

PROJECT OVERVIEW

MANITOBA East Side Road AUTHORITY



This project consists of **94 km** of All-Season Road joining Berens River First Nation to Poplar River First Nation.

There will be 4 major water crossings or bridges at:

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

Up to 6 possible minor crossings or culverts

Equalization culverts at multiple locations

DILLON CONSULTING

Photo by Jarrod Boscow

WHAT WE HEARD

As part of the Environmental Impact Assessment (EIA) process, ESRA is conducting a series of meetings with communities in the area to inform and shape the process. Continued dialogue with and input from the communities, Elders, and Chief and Council are critical to the overall process.

The first series of meetings (Round #1) were held with the communities on:

April 23rd, 2015 in Poplar River First Nation

April 30th, 2015 in Berens River First Nation

The purpose of the Round #1 meetings was to:

- Provide an overview of the proposed All Season Road 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; and,
- Dialogue with the community about which Valued Components should be included or highlighted in the EIA process.

Photo by Jarrod Boscow

WHAT WE HEARD

During these meetings, the communities of Poplar River First Nation and Berens River First Nation shared the following with the ESRA team:

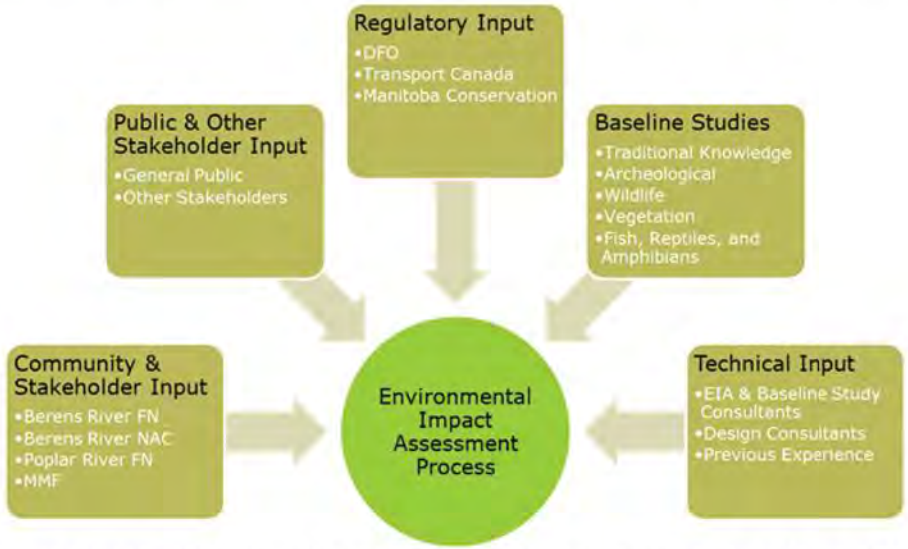
- Communities have interest in how information for Traditional Knowledge Studies are gathered and used;
- Appropriate community and cultural activities should occur prior to any construction activities or disturbance of the land;
- Communication between ESRA and the communities should be improved;
- Bridges or other structures should be designed to allow for continued access by boats, canoes, and snowmobiles;
- Moose and moose habitat are Valued Components for the communities;
- Caribou and caribou habitat are Valued Components for the communities;
- The communities noted increased presence of wolverines nearby in the past few years;
- Ensure travel routes are maintained;
- The revised proposed road alignment has been moved away from community sensitive areas based on feedback, and was generally well received;
- To protect cultural and heritage sites, consider setbacks, restrict access, and erect temporary barriers to prohibit access during construction;
- Interest in effects around the impacts of construction noise and blasting on or around moose hunting and calving areas;
- Restrict hunting along the road alignment and during construction;
- Respect and maintain access to trap lines during construction;
- Road alignments that will avoid community sensitive areas were identified to the ESRA team;
- Concerns about how upcoming provincial or federal elections may impact the project.

Photo by Jarrod Boscow

ENVIRONMENTAL IMPACT ASSESSMENT

As part of the East Side Transportation Initiative and its various road projects, environmental impact assessments (EIAs) are required. An environmental impact assessment is a process to predict environmental effects of proposed initiatives or projects before they are carried out. They identify potential effects of a project, propose measures to mitigate those effects, predict whether impacts will remain after mitigation is implemented, and follow up to test the effectiveness of mitigation. As a planning and decision-making tool, an EIA aims to minimize or avoid adverse environmental effects before they occur, and incorporate environmental factors into the decision making process.

An environmental impact assessment 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 environmental impact assessment process 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 stakeholder groups, regulatory agencies, baseline studies, technical input from consultants, and previous experience.

Mitigation measures are actions that can be done to reduce (mitigate) or avoid the effects or impacts that a project could have on the environment. In terms of mitigating potential impacts, the environmental impact assessment utilizes a 'spectrum of preference' approach. In order of preference, these actions include:

PREFERENCE

- **Avoiding** the impact altogether
- **Minimizing** impacts be limiting the degree or magnitude of the action and its implementation
- **Restore** by applying rehabilitation techniques after the impact may have occurred, such as revegetation of disturbed areas
- **Reduce or Eliminate** the potential over time by preservation and maintenance operations
- **Offset** potential impacts through measures such as off-site habitat creation or tree replacement planting programs
- **Monitor** the project overtime to identify and reduce potential impacts

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Photo by Jarrod Boscow

MOOSE

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from construction
- Accidental moose-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Restrict hunting in construction contracts	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

Photo by Jarrod Boscow

CARIBOU

MANITOBA East Side Road AUTHORITY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance from blasting
- Accidental caribou-vehicle collisions
- Increased access

MITIGATION IDEAS

Road design: improved sightlines, reduced speed, and signage on road	
Limit construction worker activity to project area	
Limit blasting during calving season in sensitive areas	
Block temporary access roads after construction	
Maintain habitat, encourage natural re-vegetation and planting with native species	

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Photo by Jarrod Boscow

FURBEARERS

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from construction
- Accidental vehicle collisions
- Increased access

MITIGATION IDEAS

Block temporary access roads after construction	Improve sightlines, reduced speed, and signage on road
Minimize extent of vegetation clearing	Maintain camp standards to avoid creating wildlife attractants
Maintain buffer around active dens and high quality habitat	Burn slash piles during first winter to limit furbearer use
Design equalization culverts to provide an alternate means of access for furbearers	Maintain habitat, encourage natural re-vegetation and planting with native species

Photo by Jarrod Boscow

WATERFOWL & BIRDS OF PREY

POSSIBLE CHANGES (EFFECTS)

- Change in habitat
- Disturbance and displacement from noise
- Disturbance of existing nests
- Increased access

MITIGATION IDEAS

Minimize extent of vegetation clearing	Minimize clearing in spring and summer
No work below high water mark in spring to prevent accidental nest disturbance	
Maintain riparian buffer zones along water's edge	
Identification and protection of critical nesting sites during construction	
Restrict construction worker activity to project area	
Restrict hunting in construction areas	
Block temporary access roads after construction	

Photo by Jarrod Boscow

HERITAGE & CULTURAL SITES

POSSIBLE CHANGES (EFFECTS)

- Loss or damage to heritage sites and objects
- Damage to cultural (sacred) sites
- Damage to community use sites

MITIGATION IDEAS

Route road away from known heritage sites	
Maintain buffers and temporary fencing around heritage sites	
Conduct appropriate community and cultural activities prior to construction activities or disturbance of the land	
Block temporary access roads after construction	
Limit equipment and workers to construction areas	

Photo by Jarrod Boscow

VEGETATION

POSSIBLE CHANGES (EFFECTS)

- Removal of trees and shrubs in construction areas
- Loss of species of concern from clearing activities
- Change in habitat for key species
- Spread of invasive and non-native species
- Change in subsurface water flow
- Increased access

MITIGATION IDEAS

Minimize extent of clearing to ROW, quarries, and borrow pits	Maintain subsurface water flows
Block access roads after construction	
Survey for species of concern before clearing and initiate protection plans	
Prohibit equipment outside of construction areas	
Control herbicide use	
Restore ground cover in ditches with native species	
Reclaim disturbed areas not required for road operation and maintenance	

Photo by Jarrod Boscow

FISH, REPTILES, & AMPHIBIANS

POSSIBLE CHANGES (EFFECTS)

- Fish habitat loss or change in productivity
- Damaged water quality from sediment
- Improved access to waterways
- Blocked fish movements
- Changes in water flows
- Harm to fish from accidental spills
- Introduction of non-native fish species from equpment

MITIGATION IDEAS

Block access roads after construction	Avoid critical reproduction areas
Limit clearing near watercourses and restore vegetation	Use erosion protection and sediment control
Design culverts for passage and natural flow	No work below the high water mark in spring
Protect water quality through proper equipment maintenance and fuel storage	
Prohibit use of herbicides near watercourses	

Photo by Jarrod Boscow

TRADITIONAL RESOURCE ACTIVITIES

POSSIBLE CHANGES (EFFECTS)

- Loss of traditionally used plants from clearing
- Change to moose distribution affecting hunting
- Change to furbearer distribution affecting harvesting
- Change in fishery harvest
- Change in traditional collection of aquatic plants and fish eggs

MITIGATION IDEAS

Map important traditional use areas for project planning and design	Confirm setbacks and other mitigation measures with communities
Protect moose and caribou *(see boards)*	
Protect furbearers *(see board)*	
Protect fish, reptiles, amphibians *(see board)*	
Maintain access to traplines and trails during construction	
Design trail crossings to maintain trapper access and trails	
Block temporary access roads after construction	

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Photo by Jarrod Boscow

RIVER ACCESS & CROSSINGS: SOUTH

MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

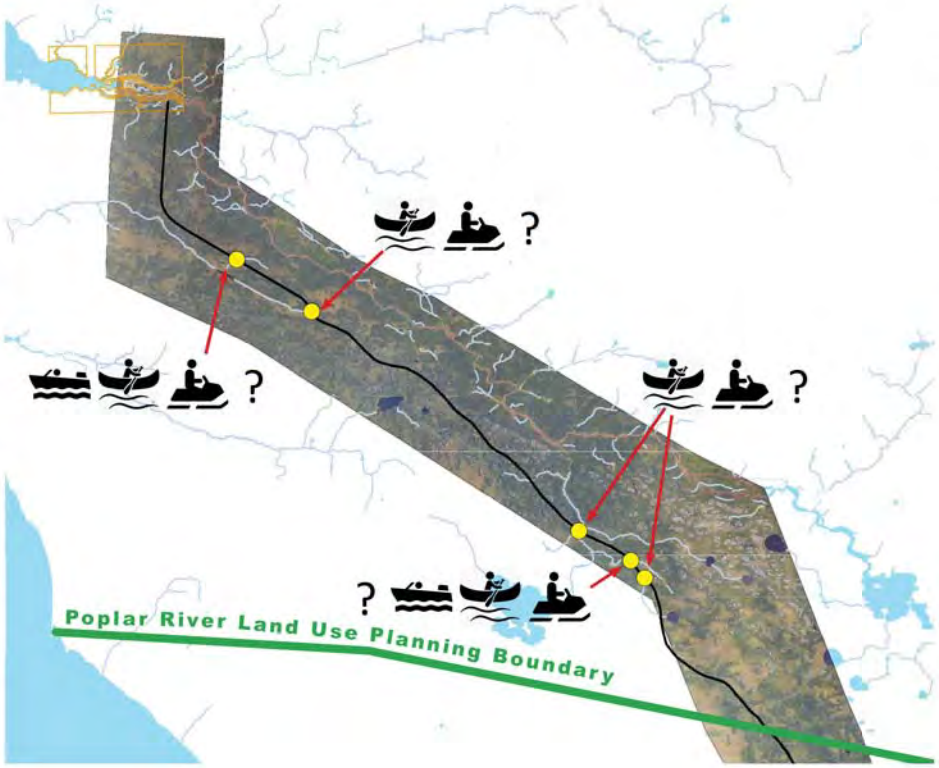
Restrict boat launch points at river crossings

Photo by Jarrod Boscow

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

RIVER ACCESS & CROSSINGS: NORTH

MANITOBA East Side Road AUTHORITY



MITIGATION IDEAS

Construct bridges and culverts to maintain travel routes

Provide portage access points for travel by canoe

Restrict boat launch points at river crossings

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Photo by Jarrod Boscow

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

ALL-SEASON ROAD CONSTRUCTION STEPS

MANITOBA East Side Road AUTHORITY

ASR PLANNING & DESIGN

Soil Studies

Sensitive Site Identification

Traditional Knowledge

Community and Stakeholder meetings

Environmental Studies

CONSTRUCTION

Right-of-Way Clearing

Aggregate Production and Quarries

Establishment of Borrow Pits

Grading & 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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Photo by Jarrod Boscow

HOW SHOULD WE COMMUNICATE WITH YOU?

MANITOBA East Side Road AUTHORITY

Community Radio

NCI Radio

Newsletter

Posters

Flyers

Please check the boxes of the methods you prefer

1-866-356-6355

www.eastsideroadauthority.mb.ca

Facebook and Twitter

Website

Email Distribution list

Temporary signage on road in advance of activities

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Photo by Jarrod Boscow

Annex A3-6:
Poster – Poplar River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

COMMUNITY MEETING

The East Side Road Authority (ESRA) is hosting a Community Meeting to discuss the proposed All-Season Road project between Berens River First Nation and Poplar River First Nation.

Poplar River Elementary School

Tuesday, May 26, 2015

Presentation 6:00pm

Discussion until 8:30pm

The Community Meeting is an opportunity to discuss the proposed all-season road project and discuss what you think is important to consider in the Environmental Assessment. We want to hear your views on this proposed All-Season Road.

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

www.eastsideroadauthority.mb.ca 1-866-356-6355.

MANITOBA East Side Road AUTHORITY

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Photo by Jarrod Boscow

Annex A3-7:
Handout – Poplar River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

EAST SIDE TRANSPORTATION INITIATIVE

In 2009, the Government of Manitoba introduced the Manitoba Floodway Authority Act. It officially expanded the mandate of the Floodway Authority to assume responsibility for the construction and maintenance of an all-season road on the east side of Lake Winnipeg – this became the basis for the East Side Road Authority (ESRA). ESRA is currently undertaking the East Side Transportation Initiative (ESTI), a strategic initiative to provide improved, safe and more reliable transportation service for the remote and isolated communities on the east side of Lake Winnipeg.

The East Side Transportation Initiative consists of:

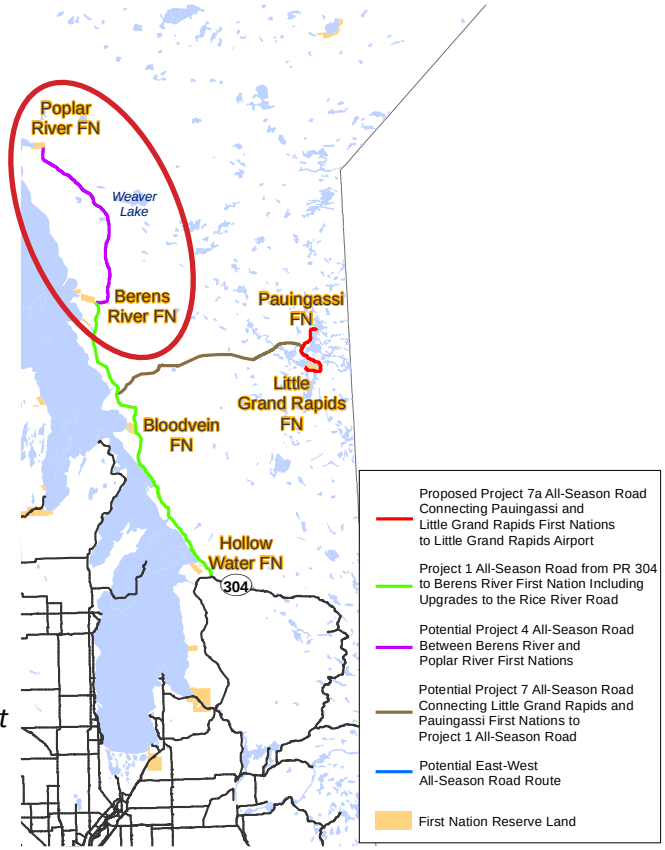
Community Economic Development

A key focus of the initiative is to ensure that local residents participate in and benefit from the construction of all-season roads and other network improvements through jobs, training and economic development opportunities. Community benefits agreements are in place with 13 east side communities including Poplar River and Berens River.

Implementing the East Side Large Area Transportation Network Study

Improvements to the transportation network focus on the development of all-season roads connecting the communities to the provincial highway network, construction of interim pioneer roads and enhancements to winter road reliability. Priority projects include:

- *Construction of a 156 km all-season road from Provincial Road 304 to Berens River First Nation is underway.*
- *Planning and environmental assessments to support the construction of pioneer and all-season roads in prioritized locations is ongoing.*
- *Interim winter road enhancements are underway with a focus on crossing improvements.*



Currently, ESRA is working on the Environmental Assessment for the Berens River to Poplar River All- Season Road Alignment. The proposed road, approximately 94 kms in length, would connect Berens River First Nation and Poplar River First Nation to the wider provincial highway system. The project team is currently meeting with stakeholders and community members to outline potential road alignments, receive input into valued community heritage and cultural locations, and discuss how to mitigate any potential impacts that the road may have on the communities.

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BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

PROJECT BENEFITS

The East Side Road Initiative has many community benefits and economic development opportunities including:

- Providing alternative transportation to the increasingly unreliable winter road network
- Reducing transportation costs for goods and services
- Improving linkages between isolated and remote communities
- Enhancing access to emergency, health, and social services
- Creating construction employment, training, and economic opportunities
- Enhancing opportunities for local sustainable economic development

The East Side Road Authority (ESRA) is committed to working with local communities to generate economic development opportunities related to the construction of the all-season road.

As part of this commitment, ESRA will invest approximately $315 million (35% of the overall road construction budget) into jobs, training and economic development opportunities for local residents, over the next fifteen years.

To achieve this objective, ESRA has developed an Aboriginal Benefits and Tendering Strategy that consists of Community Benefits Agreements (CBAs) and local hiring and procurement requirements in construction tenders.

ESRA is entering into Community Benefit Agreements with First Nation communities located in the vicinity of the proposed all-season road. The purpose of these agreements is to provide jobs, training and economic opportunities related to road construction and maintenance. In particular, these agreements are designed to ensure hiring of residents from the east side communities, provide appropriate training and mentoring, and encourage community enterprises and capacity building.

A Community Benefit Agreement was signed with Berens River First Nation in 2009, and with Poplar River First Nation in 2010.

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Annex A3-8:
Comment Sheet – Poplar River First Nation Community Meeting (Round 5)

BERENS RIVER TO POPLAR RIVER ALL-SEASON ROAD

YOUR FEEDBACK

Your feedback and input on the All-Season Road between Berens River to Poplar River is important to us. What is important to you? Do you have any comments, ideas, or information you would like ESRA to consider?

Would you like us to contact you?

Name: _____

Contact info (email / phone number): _____

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

CONTACT INFORMATION

The East Side Road Authority

200 – 155 Carlton Street, Winnipeg, Manitoba, R3C 3H8

Phone: 204-945-4900 in Winnipeg

Toll free: 1-866-356-6355 • Fax: 204-948-2462 in Winnipeg

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