Round 5

Meeting 5

Little Grand Rapids First Nation

MANITOBA East Side Road AUTHORITY

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Toll-Free: 1-866-356-6355
Fax: (204) 948-2462

LITTLE GRAND RAPIDS FIRST NATION COMMUNITY MEETING
Potential Environmental Effects and Mitigation

Date: May 1, 2014

Time: 1:00 pm – 4:00 pm

Location: Little Grand Rapids Band Hall

In Attendance: ESRA Project Team
Leanne Shewchuk, Jaime Clarke, Ronuk Modha, James Fraser, Dan Kuenstler, Graeme Loeppky (Dillon)

Registered PG FN Community Attendees:
Tyler Moar, Henderick Bushie, Felix Owns, Albert Dunsford, Craig Bushie, Laurie Keeper, Morgan Owen, Neil Skye, Alvin Bushie, William P. Bushie, Mamey Duck, (?) Keeper, Terry Bushie, Winston(?) Owen, (?), Keith Bushie, Ronney Baptiste, Jordan Keeper, (?), Brett Bushie, Courtney Pascal, Richard Leveque, Brenda Keeper, Collette Moar, (?) Keeper, Sunshine Bushie, Eugene Keeper, Darryl Owen, Rod (?), Logan Leveque, Kristen Bushie, Ian Keeper, Olivia Keeper, Chantelle Swan
Elders included: Colin Keeper, Clifford Keeper, Lazarus Leveque
Clifton Keeper (translator) William Keeper (Coordinator).

Summary:

A Public Open House was held in Little Grand Rapids First Nation on May 1, 2014, as part of the Environmental Impact Assessment (EIA) process for the P7a project, consisting of 36.4 km of pioneer road (on provincial crown lands) and on-reserve access roads to connect to the pioneer road (1.2 on Pauingassi, 2.2 km on LGR). The purpose of this public open house was to present potential project effects and mitigation for the P7a Pioneer Road Project connecting Little Grand Rapids and Pauingassi First Nations to the Little Grand Rapids Airport to community members as well as receive feedback from community members on potential project effects that are important to them.

Attendees

The event was attended by approximately 40 local residents.

Advertising

The Public Open House was organized in cooperation with the Chief and Council and was advertised prior to the event through notices posted in prominent locations within the community. The event was also promoted on the local community radio station, leading up to and during the public open house.

Open House

East Side Road Authority (ESRA) posted maps and photos around the band hall for community members to view on their own before and after the presentations provided by the ESRA. The boards showed maps of the proposed route change near Little Grand Rapids, three boards showing how to construct a road, and 11 interactive boards identified specific Valued Environmental Components (VECs) and possible changes and mitigation to those VECs. These boards also gave community members an opportunity to add other more specific possible project effects/change and mitigation for consideration for the environmental assessment for the project. ESRA staff members and consultants were positioned at boards to further discuss the project and answer questions community members raised.

Handouts: Steps to select, design, and construct an all-season road; ESRA calendar (2014); construction activity manuals and maps were left behind describing "How to build a road"; maps showing the new proposed alignment; and ESRA Registration for work and Training.

Refreshments: Coffee, bottled water, fruit and vegetable snacks were provided by ESRA and available throughout the afternoon.

ESRA PowerPoint Presentation

ESRA presentation began approximately at 1:30 pm, with any required translation provided by Clifton Keeper. ESRA presented:

- East Side Road Acrow Video
- Brief overview description of Project P7a and required project environmental approvals (MB Env Act licence; AANDC approval) before construction.
- Proposed road alignment change near LGR and major water crossings (Root Creek and Channel between Family and Fishing Lake), including photo of Acrow panel bridge and more permanent bridge structures.
- Summary of the past meetings with Little Grand Rapids to discuss the EIA and where we are in the process.
- Drawing illustrating basic EIA concept (effects to key factors occur during interactions between project and environment).
- Summary of the important environmental components LGR identified at the last meeting.
- Steps to select, design and construction and ASR, and indication of current status along this schematic drawing (In process – final road alignment selected and input on the EA).
- Brief overview providing examples of how to avoid effects, minimize effects and off set effects.
- Schematic showing the components of an environmental assessment.
- ESRA indicated that a third meeting will take place in June/14 to review the EIA that will be submitted to the regulators and seek any additional information from the community prior to submission.

PUBLIC COMMENTS & QUESTIONS

Comments and questions were asked during the presentation, and later in one-on-one discussions with ESRA staff and consultants.

- With respect to the proposed alignment change near LGR, the feedback was positive and community members felt the change in the alignment was a good idea.
- Once chief and council approved the revised route, ESRA indicated they would come back with the consultants to conduct environmental studies on the new segment which would require assistance from community members.

- ESRA indicated that there would be no in water work in Root Creek and that a large culvert will be installed with a walkway for community members to travel under the road.
- ESRA indicated that an Access ramp for skidoos and quads will also be installed so that community members can safely cross the road.
- Community members indicated that they will be waiting a long time for the federal government to construct anything.
- In the 1990's community member set up camp at the bottom of Root Creek where it flows into the lake and camped out until June. Now, no one goes to camp there because there aren't a lot of fish. Community members still check this area to see if fish are there.
- Community members identified water quality concerns as a result of the local sewage treatment plant. Sixty-five percent of the community has old system cisterns which work well. The rest of the community is connected to the water plant and sewage. There have been failures this past winter because of the extreme cold.

Questions

1) What happens to the Job Recruitment Forms that were filled out previously (ie. two year's ago)?
-All the forms are kept on file
- But if there are any changes please contact ESRA

2) Will there be a new Community Benefits Agreement (CBA)?
- A new CBA will be undertaken as work progresses and contracts are given to the community.
- CBAs are on ESRA website

3) When will Heavy Equipment Operator Training occur?
- Pending environmental licensing approval, training could start next fall. Training is done immediately before construction starts.

4) Is there any summer student employment opportunities with consultants?
- ESRA will look into it this further with the consultants
- Also, in the past consultants working in the communities have hired local people to assist in wildlife monitoring, baseline studies and revegetation work – this could occur here.

5) Who will be the traffic authority for the road (ie. Speed, drinking etc)?
- No decisions on this but this matter is being reviewed currently

6) How high will Root Creek Bridge be?
- Clearance will be 8.5 ft
- Enough to paddle and walk under

7) There appears to be less fish in Root Creek this year. What would be the cause?
- ESRA will speak to the person to get more information and will follow-up.

8) Why did ESRA change the routing?
- ESRA was previously using old mapping that did not take into consideration a change in reserve boundaries
- The new proposed routing is considered to be more appealing for a number of reasons:

a) Construction – Crews will have easier access to the work on the section of the road as it is nearing to the community and could use existing access roads

b) Environmental Approvals – a smaller section of the road (which is located on reserve) would require federal approval would be easier to get approval for

c) Financial – Manitoba has committed funding to the road and as much of the road is now off-reserve, funding could be allocated to this portion of the road without having to wait for negotiations with the feds.

Attachments

- ESRA 2014 Calendar
- ESRA Summer 2014 Newsletter
- Construction Activity Manuals
- Steps to Select, Design & Construct All Season Road Flowchart
- ESRA Job Registration Forms
- Maps on “How to build a road”

Meeting Notice

COMMUNITY MEETING

WHEN: ***Thursday, May 1, 2014***
1:00 pm to 4:00 pm
WHERE: ***Band Hall,***
Little Grand Rapids First Nation

The East Side Road Authority (ESRA) is hosting a community meeting to provide an update on the All Season Road Project and the Environmental Impact Assessment.

Information at this meeting will include potential effects of the project and what mitigation measures can be taken, including shifts to the alignment to avoid or reduce potential negative effects. ESRA will be looking for feedback from Little Grand Rapids on the Project and how the effects may be addressed.

Everybody is invited to attend.

For more information, please visit www.eastsideroadauthority.mb.ca or contact Cindy McKay, ESRA Aboriginal Relations and Economic Development Officer, at toll-free1-866-356-6355.

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Manitoba

Boards

(including photos of handwritten comments)

East Side Road AUTHORITY

Possible Changes to Moose and What Can Be Done About It

Possible Changes *(effects)*

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

Mitigation Ideas

- Improved sightlines, reduced speed, signage
- Restrict construction worker activity to project area
- Restrict hunting from road (i.e. 300m on either side of roadway)
- Block temporary access roads after construction
- Encourage natural re-vegetation and planting with native species

What other possible changes are important to YOU and what other mitigations can we do?

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East Side Road AUTHORITY

Possible Changes to Caribou and What Can Be Done About It

Possible Changes *(effects)*	Mitigation Ideas
Change in habitat	Improved sightlines, reduced speed, signage
Disturbance from blasting	Restrict construction worker activity to project area
Accidental caribou-vehicle collisions	Block temporary access roads after construction
Increased access	Encourage natural re-vegetation and planting with native species
	Limit blasting in vicinity of calving sites during calving season

What other possible changes are important to YOU and what other mitigations can we do?

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East Side Road AUTHORITY

Possible Changes to Furbearers and What Can Be Done About It

Possible Changes *(effects)*	Mitigation Ideas
Change in habitat	Limit clearing to fall and winter
Disturbance and displacement from construction	Improved sightlines, reduced speed, signage
	Minimize clearing
Increased access	Maintain treed buffers
	Encourage natural re-vegetation and planting with native species
Accidental vehicle collisions	Provide under road passage through equalization culverts

What other possible changes are important to YOU and what other mitigations can we do?

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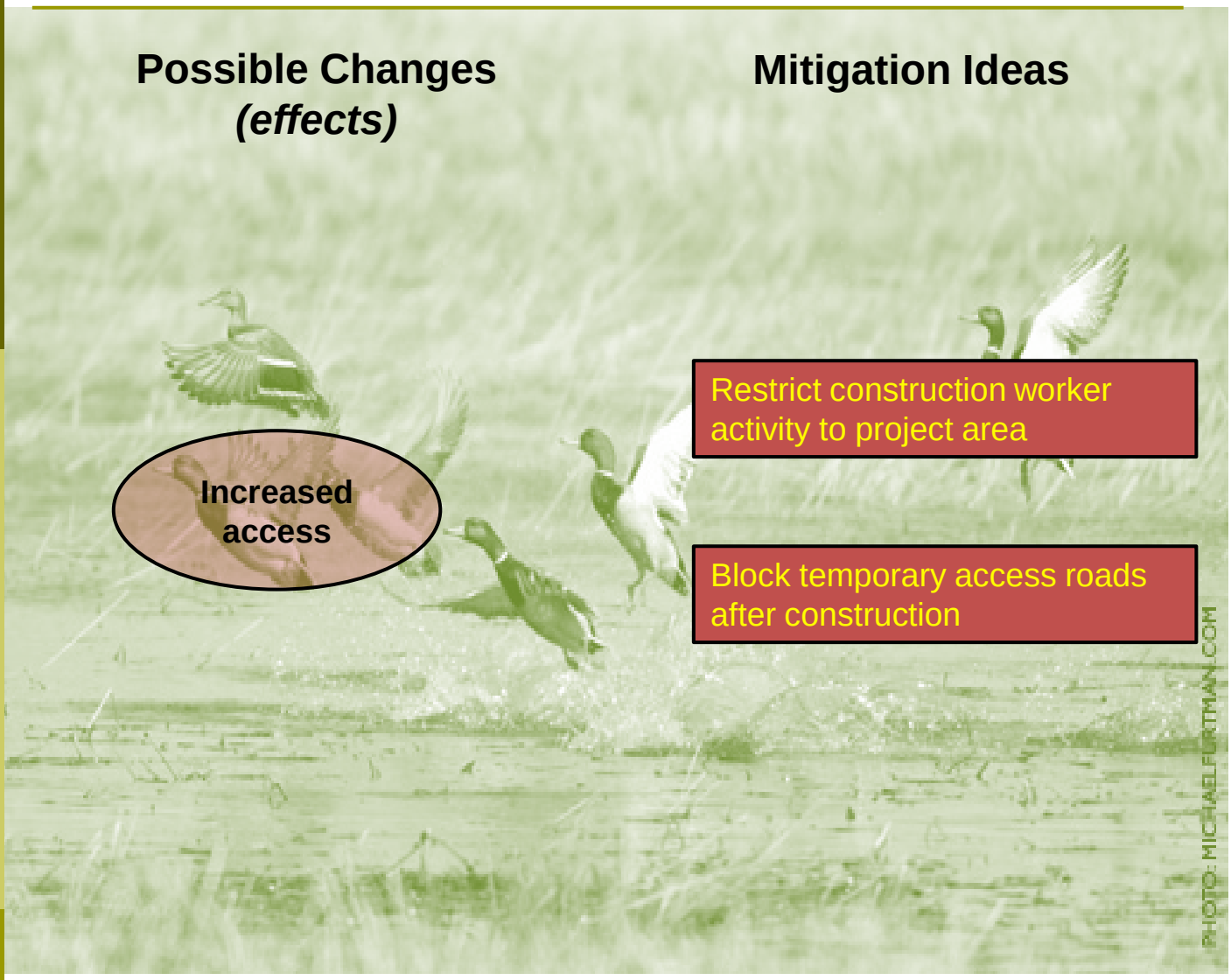
East Side Road AUTHORITY

Possible Changes to Waterfowl and What Can Be Done About It



Possible Changes *(effects)*	Mitigation Ideas
Increased access	Restrict construction worker activity to project area
	Block temporary access roads after construction

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Birds of Prey and What Can Be Done About It

Possible Changes *(effects)*	Mitigation Ideas
Change in habitat	Minimize extent of clearing
	Maintain buffers to active nests
Displacement and disturbance from noise	Minimize clearing in spring and summer
	Maintain treed buffers along water's edge
Disturbance of existing nests	Protection of active nests during construction

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Frogs, Turtles and Snakes and What Can Be Done About It

Possible Changes *(effects)*	Mitigation Ideas
Change in habitat	Minimize clearing
	Establish erosion control near waterbodies
Mortality due to vehicles	Maintain treed buffers
	Improved sightlines, reduced speed, signage
Damage from herbicides and accidental releases	Control type and application of herbicide
	Store fuel, waste and debris 100 meters from waterbodies
	Encourage re-vegetation and planting with native species

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Heritage and Cultural Sites and What Can Be Done About It

Possible Changes *(effects)*

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

Mitigation Ideas

- Identify heritage sites prior to construction
  - Route road away from known heritage sites
  - Maintain buffers to heritage sites
  - Relocate heritage sites or artifacts
- Conduct ceremonies for cultural sites that may be affected
- Block temporary access roads after construction
- Limit equipment and workers to construction areas

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Vegetation and What Can Be Done About It

Possible Changes *(effects)*

- Remove trees and shrubs in ROW, borrow, and quarries
- Increase access
- Loss of species of concern plants from clearing activities
- Spread of invasive and non-native species

Mitigation Ideas

- Minimize extent of clearing to ROW, quarries and borrow
- Survey for species of concern before clearing and initiate protection plans where possible
- Restore ground cover in ditches with native species
- Route road along previously disturbed areas where possible
- Block access roads after construction
- Prohibit equipment outside of construction areas
- Control herbicide use

What other effects are important to YOU and what other mitigations can we do?

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Possible Changes to Aquatics and What Can Be Done About It

Possible Changes *(effects)*

- Fish habitat loss or change in productivity
- Damage water quality from sediment
- Improve access to waterways
- Block fish movements
- Changes in flows
- Harm to fish from accidental fuel spills and herbicide runoff
- Introduce non-native fish species from construction equipment

Mitigation Ideas

- Avoid critical spawning areas
- Block access roads after construction
- Use erosion protection and sediment control
- Limit clearing near watercourses
- Restore vegetation near waterways
- Culvert design for fish passage and natural flow
- Clean equipment before work
- Refuel equipment and store fuels away from watercourses
- Prohibit use of herbicides near watercourses
- Habitat compensation

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Traditional Resource Activities and What Can Be Done About It

Possible Changes *(effects)*

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

Mitigation Ideas

- Map important traditional use areas to minimize disturbance
- Protect moose *(see moose poster)*
- Protect furbearers *(see furbearers poster)*
- Design to maintain trapper access and trails
- Maintain access to trapline and trails during construction
- Protect fishery *(see aquatics poster)*
- Block access roads after construction

What other possible changes are important to YOU and what other mitigations can we do?

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Other Possible Changes and What Can Be Done About Them

Possible Changes *(effects)*	Mitigation Ideas

Presentation

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Little Grand Rapids to Little Grand Rapids Airport to Pauingassi First Nation All Season Road Project (P7a)

Possible Environmental Effects and Mitigation

Presentation to Little Grand Rapids First Nation

May 1, 2014

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Description of Project P7a

A) 29* km of Pioneer Road joining LGR FN to the Airport and Pauingassi FN

- Road will provide year-round access
- Over time the Pioneer Road will be improved to All Season Road standards

Two major water crossings:

- Root Creek
- Channel between Family and Fishing lakes

* requires a *Manitoba Environment Act* license before construction can occur

B) Community Access Roads**

- 6.5 km on Little Grand Rapids FN
- 1.2 km access road on Pauingassi FN

** require approval under *Canadian Environmental Assessment Act 2012* through AANDC before construction can occur

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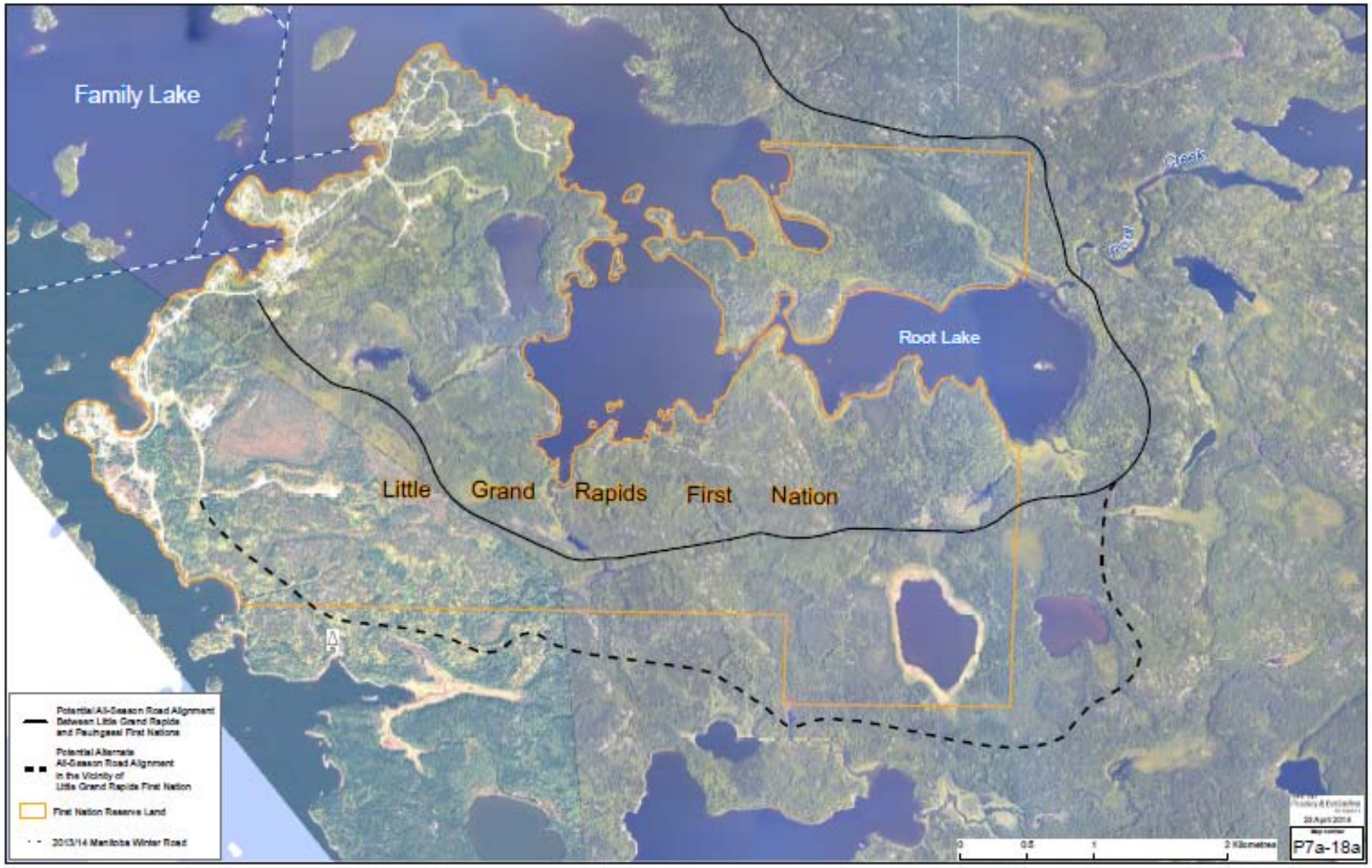
Proposed Change to P7a All Season Road Alignment near Little Grand Rapids



Engaging Little Grand Rapids in the Possible Environmental Effects and Mitigation

Meetings with Little Grand Rapids Community

- Since 2009 ESRA has met with LGR community and leadership and to discuss the project and select the best road location
- On March 19, 2014 (Meeting 1) we met with you to discuss the Environment Impact Assessment required for the project
- Today we are at the next stage – Possible Environmental Effects and Mitigation

Engaging Little Grand Rapids in the Possible Environmental Effects and Mitigation

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Incorporated community feedback on important parts of the environment into the EIA for the project

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Submit Road Proposals to Manitoba and AANDC *(pending)*

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Today's Meeting

•Review the Project

•What possible environmental effects are important to you?

•What can be done about them?

Engaging Little Grand Rapids in the Possible Environmental Effects and Mitigation

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Today's Meeting

- Review the Project
- What possible environmental effects are important to you?
- What can be done about them?

Meeting 3

- Review the Project
- What items are important to LGR?

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Engaging Little Grand Rapids in the Possible Environmental Effects and Mitigation

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Meeting 3
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- What items important to LGR?

Submit the EIAs for Manitoba & AANDC Approval

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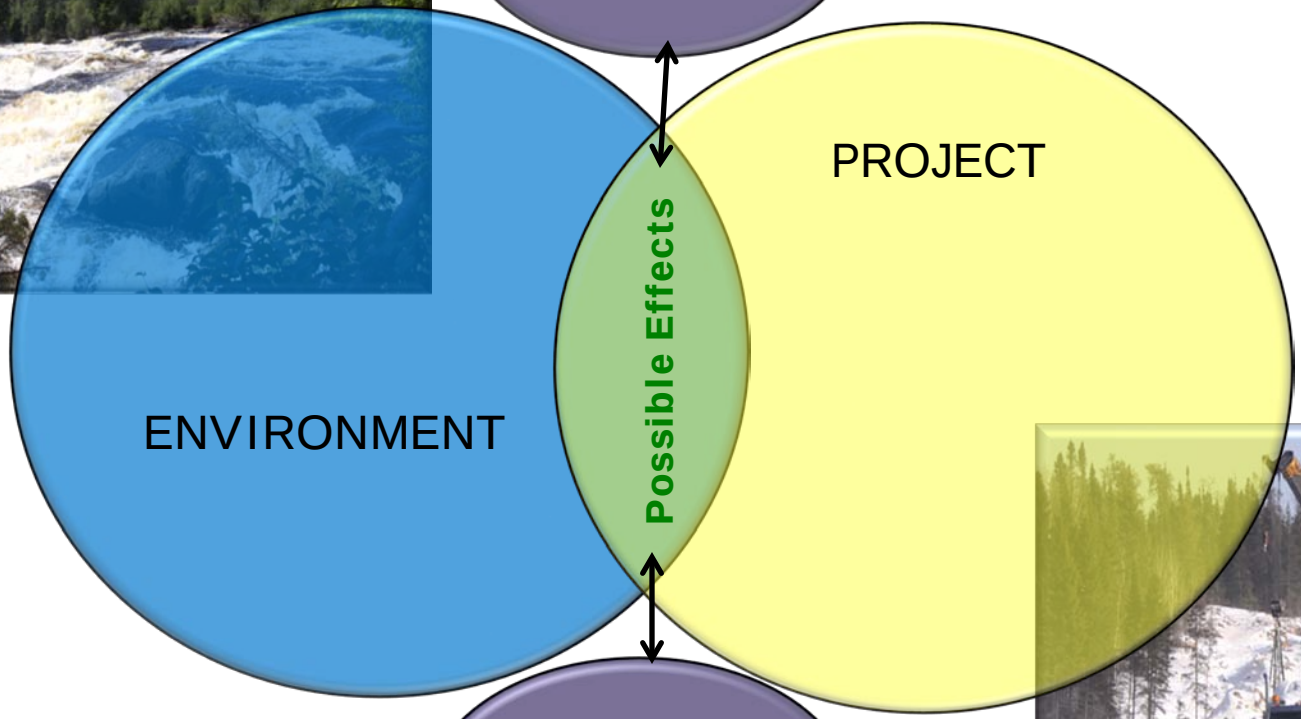
- What can be done about them?

Meeting 3
- Review the Project
- What items important to LGR?

Submit the EIAs for Manitoba & AANDC Approval

What are Possible Environmental Effects and Mitigation?



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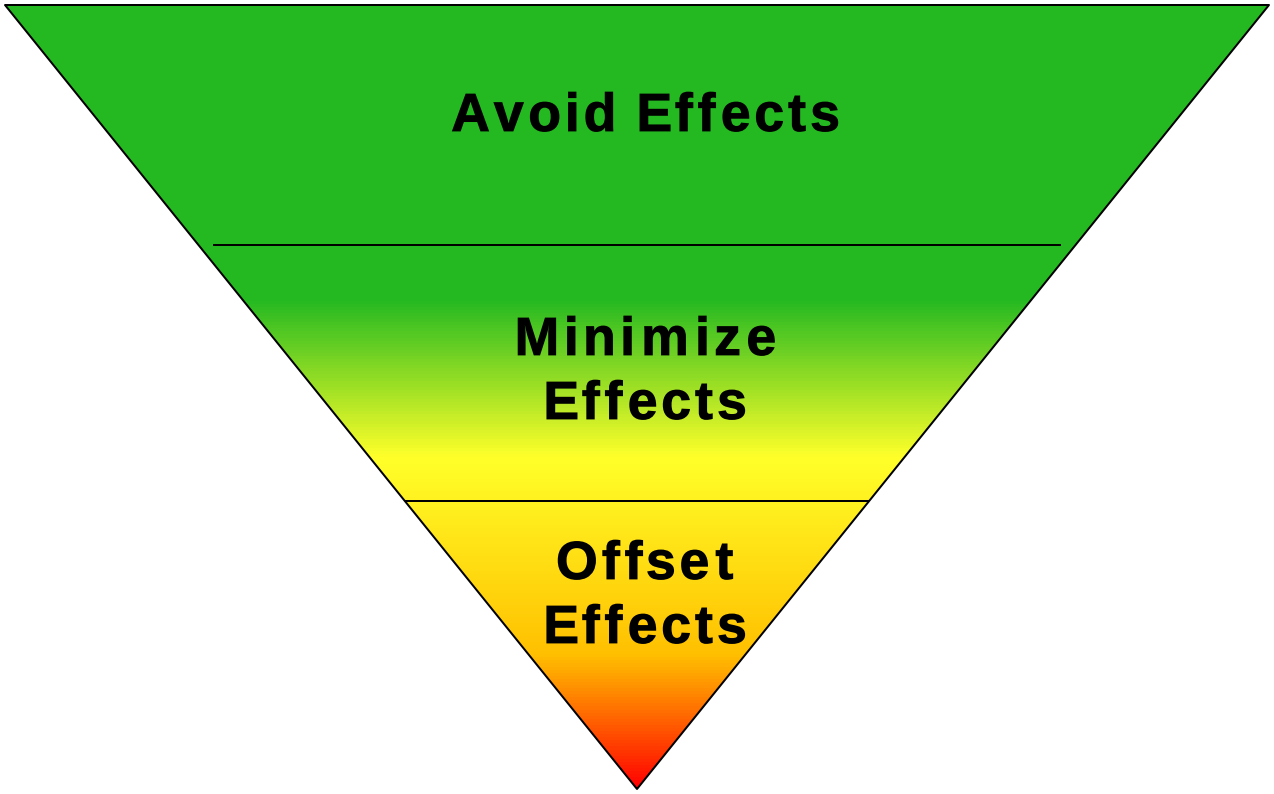
- We heard from you that these are important:
  - Trails & portages
  - Land drainage
  - Moose
  - Fish and water
  - Plants (berries)
  - Birds and waterfowl
  - Cultural sites and traditional practices
  - Frogs, turtles, snakes

Mitigation

- Mitigation means taking actions to



- All effects need to be understood

Avoiding Effects

- Design
  - Clear span bridge at Root Creek to avoid in-water work
- Best Practices
  - Using spill trays when refuelling chainsaws to avoid fuel spills on the ground
- Regulations
  - Clearing trees in winter to avoid nesting birds

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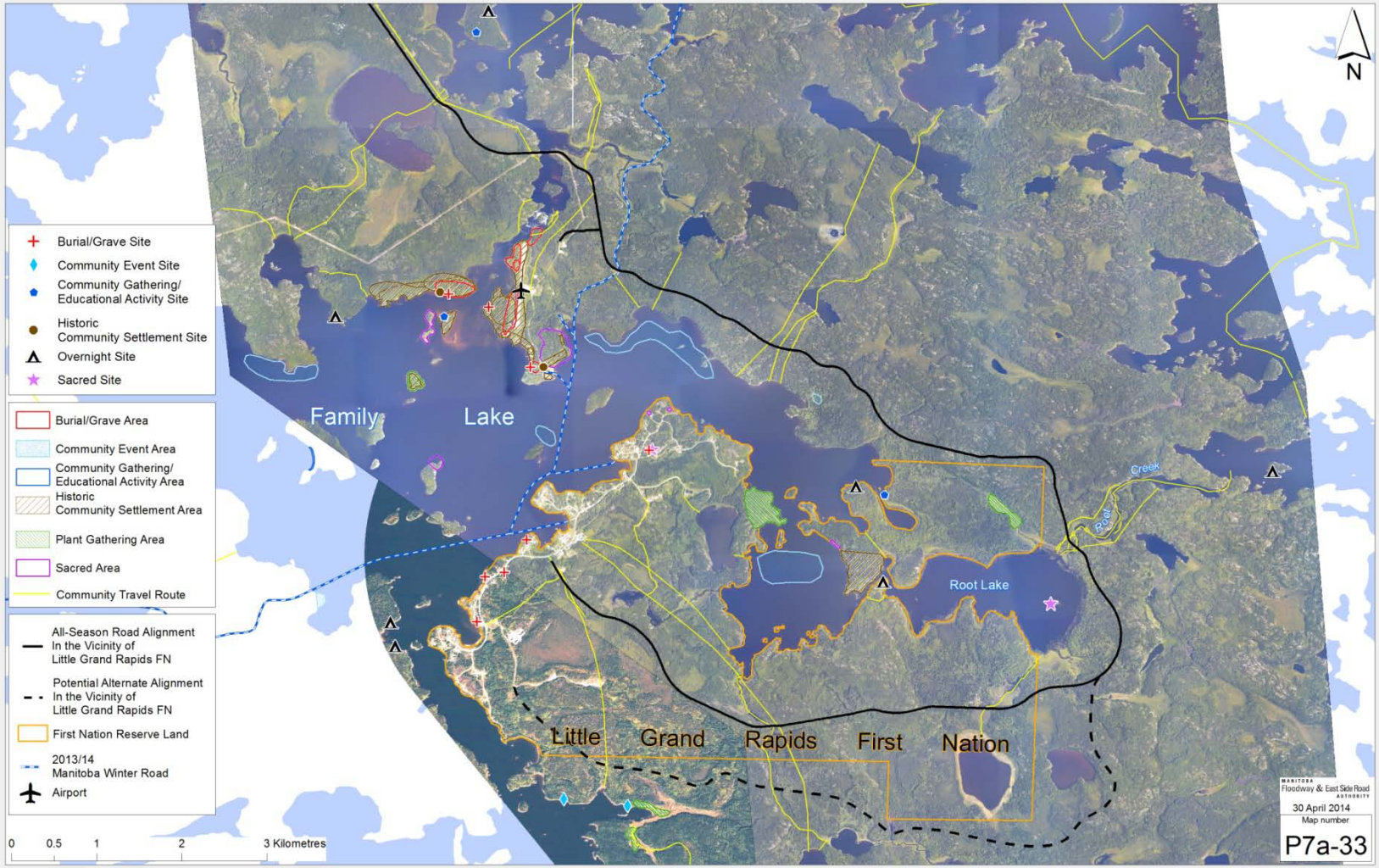
Avoiding Effects

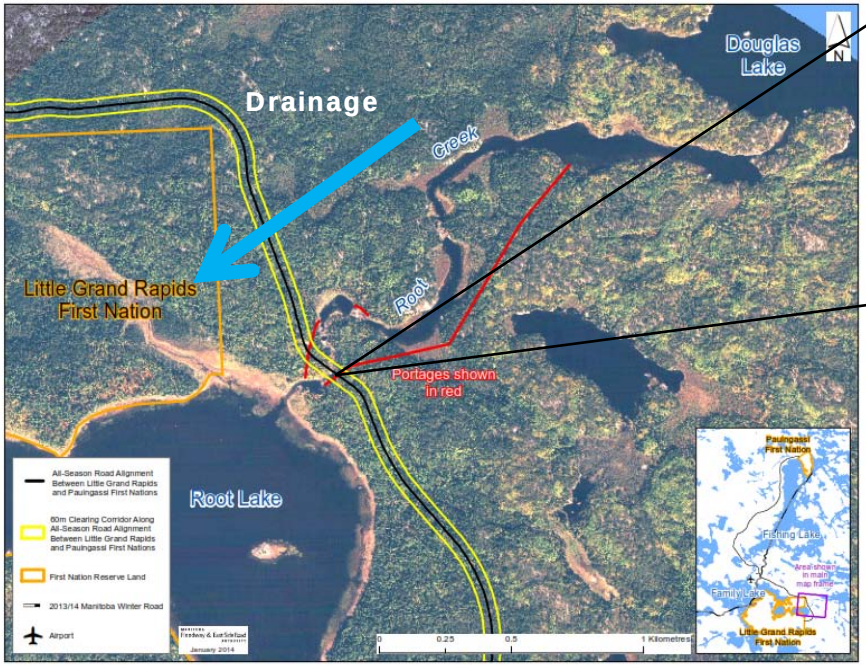


Minimizing Effects

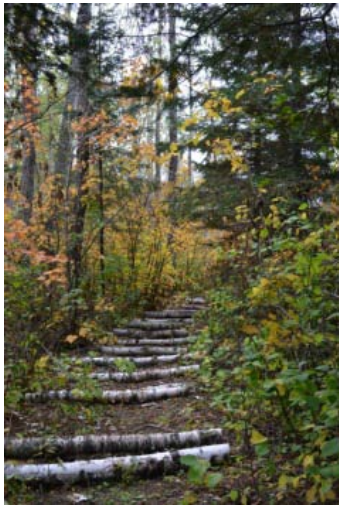
- Culvert design allows fish to go through

- Lower speeds on road to minimize accidents with moose
- Restricting access

Minimizing Effects

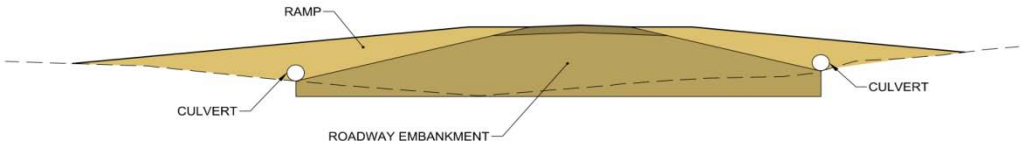


Culvert big enough for portaging



Log rollers at Root Creek

Culvert for wildlife crossing and good land drainage



Design for ski-doo crossing in winter

Off-setting Effects

- Fish habitat compensation

Shoals at Eaglenest Creek (south of Bloodvein)

Suckers staging over the shoals at Eaglenest Creek, May 2013

Making Sure Mitigation Happens

- Monitoring during and after construction
- Contracts – includes ESRA best practices
  - Fuel Handling
  - Spill Response Procedures
  - Erosion & Sediment Control
  - In/Near Water Work
  - Heritage Resources
  - Clearing & Grubbing
- Training

Steps to Select, Design & Construct an All Season Road

Large Area Network Study to identify possible road corridors

↑

Community Input

- Community Meeting #1 (linkages and direction)
- Traditional Knowledge Study (broad scale)
- Community Meeting #2 (results of assessments & preferred corridor)

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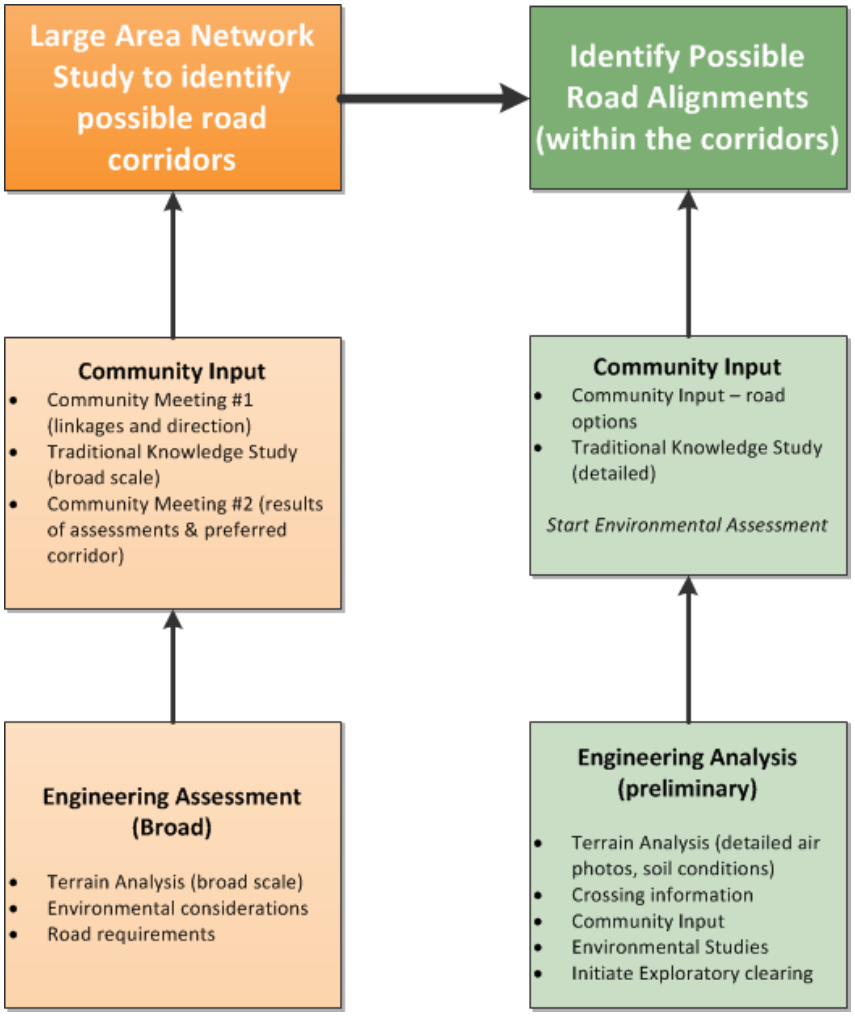
Engineering Assessment (Broad)

- Terrain Analysis (broad scale)
- Environmental considerations
- Road requirements

Complete

Steps to Select, Design & Construct an All Season Road



Almost Complete

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Steps to Select, Design & Construct an All Season Road

Large Area Network Study to identify possible road corridors

Identify Possible Road Alignments (within the corridors)

Select Final Road Alignment

Community Input
- Community Meeting #1 (linkages and direction)
- Traditional Knowledge Study (broad scale)
- Community Meeting #2 (results of assessments & preferred corridor)

Community Input
- Community Input – road options
- Traditional Knowledge Study (detailed)

Start Environmental Assessment

Community Input
- Community Input – preferred road options
- What is important to protect and how to protect it
- Discuss sources of potential construction materials

Discuss Environmental Assessment

Engineering Assessment (Broad)
- Terrain Analysis (broad scale)
- Environmental considerations
- Road requirements

Engineering Analysis (preliminary)
- Terrain Analysis (detailed air photos, soil conditions)
- Crossing information
- Community Input
- Environmental Studies
- Initiate Exploratory clearing

Engineering Analysis (functional)
- Complete Exploratory Clearing and conduct soil drilling
- Preliminary Design of road and bridges
- Identify quarries
- Environmental Assessment

In Process

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Steps to Select, Design & Construct an All Season Road

Large Area Network Study to identify possible road corridors

Identify Possible Road Alignments (within the corridors)

Select Final Road Alignment

Detailed Design

Community Input
- Community Meeting #1 (linkages and direction)
- Traditional Knowledge Study (broad scale)
- Community Meeting #2 (results of assessments & preferred corridor)

Community Input
- Community Input – road options
- Traditional Knowledge Study (detailed)

Start Environmental Assessment

Community Input
- Community Input – preferred road options
- What is important to protect and how to protect it
- Discuss sources of potential construction materials

Discuss Environmental Assessment

Community Input
- Construction details and mitigation
- Construction approach
- Refine design
- Timelines for proposed work

Environmental Assessment Submission

Engineering Assessment (Broad)
- Terrain Analysis (broad scale)
- Environmental considerations
- Road requirements

Engineering Analysis (preliminary)
- Terrain Analysis (detailed air photos, soil conditions)
- Crossing information
- Community Input
- Environmental Studies
- Initiate Exploratory clearing

Engineering Analysis (functional)
- Complete Exploratory Clearing and conduct soil drilling
- Preliminary Design of road and bridges
- Identify quarries
- Environmental Assessment

Engineering Analysis (Final)
- Final Design of Road and Bridges
- Plan temporary camps and finalize quarries and borrow
- Confirm environmental protection

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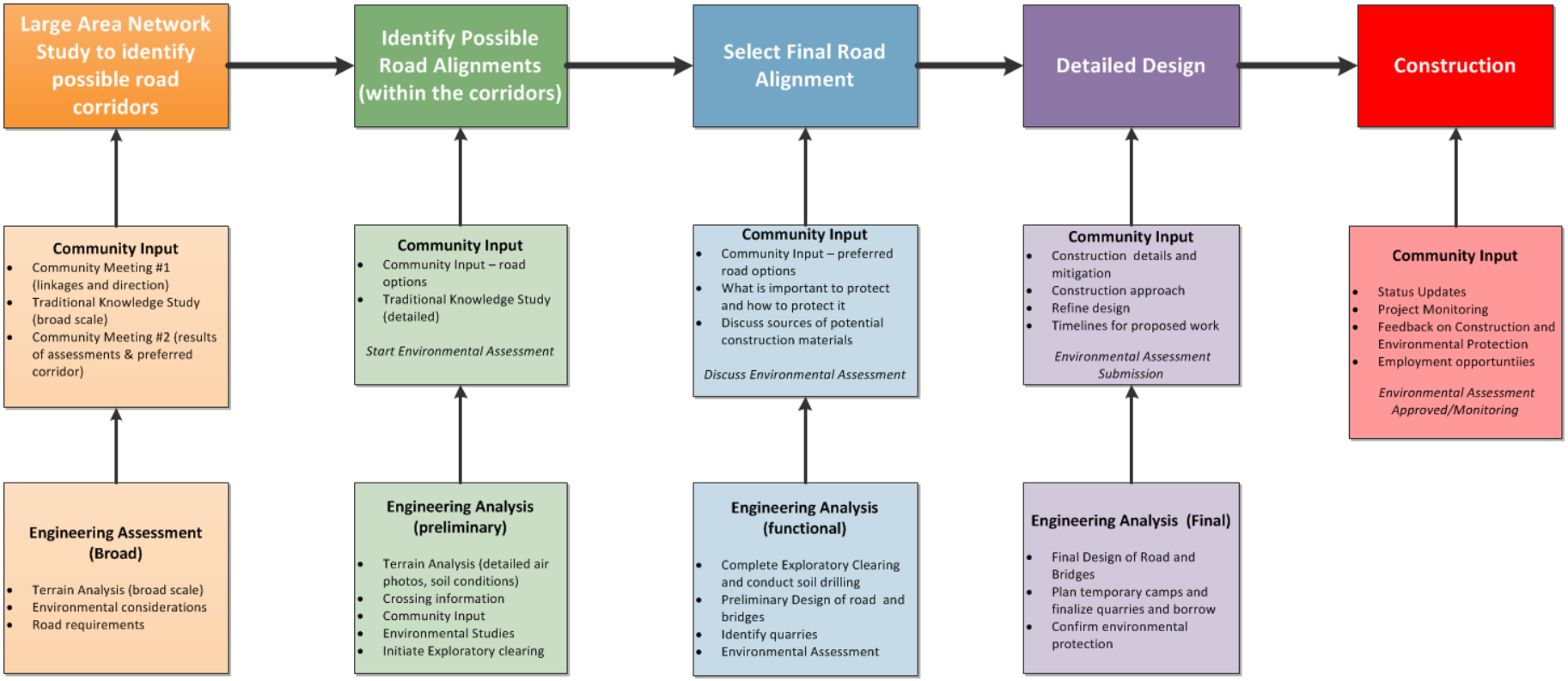
Steps to Select, Design & Construct an All Season Road



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Identification of Possible Environmental Effects and Mitigation

We are here today to make sure:

- you know about the possible environmental effects and proposed mitigation measures to protect the environment

- we hear about what possible environmental effects are important to you and what we can do about these possible environmental effects

MANITOBA East Side Road AUTHORITY

See You Again Soon!

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

- **June 2014:** To confirm findings of the environmental assessment with the community

Thank you for your participation!

MANITOBA East Side Road AUTHORITY

Contact Information

The East Side Road Authority

Phone:(204) 945-4900
Toll-Free 1-866-356-6355
Fax: (204) 948-2462

www.eastsideroadauthority.mb.ca

Meeting 5

Pauingassi First Nation

MANITOBA East Side Road AUTHORITY

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
Toll-Free: 1-866-356-6355
Fax: (204) 948-2462

PAUINGASSI FIRST NATION COMMUNITY MEETING
Environmental Assessment (EA) - VEC DISCUSSION

Date: May 7, 2014

Time: 1:00 pm – 3:30 pm

Location: Pauingassi Band Hall

In Attendance: ESRA Project Team
Wendy Botkin, Jaime Clarke, Ronuk Modha, James Fraser, Dan Kuenstler, Graeme Loeppky (Dillon), Vince Kuzdak (AMEC).

Registered PG FN Community Attendees:
Jerry Crow, Solomon Pascal, Louis Crow, Shortie Owens, Alex Keeper, Harvey Owen, Lorne Owens, Norman Crow, George T. Keeper, Maggie Owen, Mary Anne Owen, Violet Baptiste, Elsie Crow, Donna Everett, Wanda Baptiste, Leon Green, Eva Owens, Felix Owens, Todd Owens, Adam Owens, J. Suggashe, Jericho Owens, Leroy Crow, Benson Pascal, Lawrence Pascal, Paul Owen, Darren Crow, Clayton Owens, Norman Pascal, Allister Crow

Translation: Hubert Crow

Summary:

A Public Open House was held in Pauingassi First Nation on May 7, 2014, as part of the Environmental Impact Assessment (EIA) process for the P7a project, consisting of 29 km of pioneer road (on provincial crown lands) and on-reserve access roads to connect to the pioneer road (1.2 on Pauingassi, 6.5 km on LGR).

The purpose of this public open house was to present potential project effects and mitigation for the P7a Pioneer Road Project connecting Little Grand Rapids and Pauingassi First Nations to the Little Grand Rapids Airport to community members as well as receive feedback from community members on potential project effects and proposed mitigation.

Attendees

The event was attended by approximately 31 local residents.

Advertising

The Public Open House was organized in cooperation with the Chief and Council and was advertised prior to the event through notices posted in prominent locations within the community. The event was also promoted on the local community radio station, leading up to and during the public open house.

Open House

East Side Road Authority (ESRA) posted maps and photos around the band hall for community members to view on their own before and after the presentations provided by the ESRA. The boards showed maps of the proposed alignment on Pauingassi FN, proposed route change near Little Grand Rapids, , the identification of possible environmental effects and mitigation, how potential project effects will be minimized; offsetting potential project effects. In particular, 10 interactive boards identified specific Valued Environmental Components (VECs) and possible changes and mitigation to those VECs. These boards also gave community members an opportunity to add other more specific possible project effects/change and mitigation for consideration for the environmental assessment for the project. ESRA staff members and consultants were positioned at boards to further discuss the project and answer questions community members raised.

Handouts and information:

- ESRA 2014 Calendar
- ESRA newsletter (Summer 2013)
- Handout: "Steps to Select, Design, and Construct an All Season Road"
- ESRA job registration forms
- Poster: "How to build a road" (left posted on wall in Band hall)

Refreshments: Coffee, bottled water, fruit and vegetable snacks were provided by ESRA and available throughout the afternoon.

ESRA PowerPoint Presentations

ESRA presentations (attached) began approximately at 1:30 pm, with any required translation provided by Hubert Crow.

ESRA presented:

- Brief overview description of Project P7a and required project environmental approvals (MB Env Act licence; AANDC approval) before construction.
- ESRA (Dan Kuenstler) provided a detailed overview of the process of building a road from start to finish. Samples of road building materials were passed around that included erosion control blanket and straw waddle.
- Road alignment near LGR and major water crossings (Root Creek and Channel between Family and Fishing Lake), including photo of Acrow panel bridge and more permanent bridge structures.
- Drawing illustrating basic EIA concept (effects to key factors occur during interactions between project and environment).
- Steps to select, design and construction and ASR, and indication of current status along this schematic drawing (In process – final road alignment selected and input on the EA).
- Evaluation Factors already selected with supporting background studies for inclusion in the EIA (Vegetation and soils, wildlife, aquatics, heritage resources and Traditional Knowledge (TK).
- A short video of the East Side Road Transportation Initiative highlighting the all season road project, winter road improvements, and jobs, training and economic opportunities for communities on the east side of Lake Winnipeg
- ESRA provided a recap of the April 9/14 meeting and also made mention that the reserve boundary in LGR may change will speed up the approval process as the road alignment may change which could reduce the amount of road to be constructed on LGR reserve lands.
- ESRA indicated that a third meeting will take place in June/14 to review the EIA that will be submitted to the regulators and seek any additional information from the community prior to submission.

PUBLIC COMMENTS & QUESTIONS

Comments and questions were asked during the presentation, and later in one-on-one discussions with ESRA staff and consultants.

1) What will be done about beaver dams encountered during the road construction stages?

   - Beaver dams will have to be removed if they are directly in the path of the road alignment. ESRA will work with local trappers to control beaver to minimize impacts to road building activities.

2) One community member was concerned about blasting of rock along the roadway and he suggests that ESRA inform the community of any blasting so that it does not impact traditional activities.

   - ESRA will communicate rock blasting plans to the community to avoid impacts to traditional activities.

3) One community member suggested that ESRA erect speed control signs as soon as possible to avoid vehicle-wildlife collisions.

4) Residents saw caribou migrating north within the last two weeks close the community. Caribou were following hydro transmission right-of-way.

5) What will be the impact on medicinal plants and berries?

   - ESRA goal is to avoid any impact but if there are certain areas that people are specifically concerned with, they should let ESRA know.

6) Will the road be straight?

   - The road between the communities will be curved to follow the terrain.

7) When will work start?

   - ESRA plan is to obtain environmental license late summer / fall so that work could begin during the winter road season
   - Prior to actual construction, ESRA will be doing drilling and blasting and design work throughout the summer and fall and training could also occur.
   - This all depends on when we obtain our environmental approvals, which must be in place before construction.

8) One comment that was reiterated was that the elders wanted to see the road completed (before they pass) so they are eager to see construction start.

9) When will training start and what type of training will it be?

   - Pending environmental approvals, we would like to conduct HEO training in the fall prior to the start of construction.
   - ESRA training coordinator will be working with the Chief and Council to arrange this.

10) When will ESRA be back in the community?

- We are planning to be back in the community in June for the final meeting before we file our environmental impact statement.

Feedback on Boards/post-presentation comments

Need to Add this

Attachments

- Poster advertising meeting
- Presentations to Elders, Community, including “How to Build a Road”
- Interactive Boards on display
- Photos
- Sign-in Sheet
- Notes from Elders’ Meeting

Meeting Notice

COMMUNITY MEETING

WHEN: ***Wednesday, May 7, 2014***
1:00 pm to 4:00 pm
WHERE: ***Band Hall,***
Pauingassi First Nation

The East Side Road Authority (ESRA) is hosting a community meeting to provide an update on the All Season Road Project and the Environmental Impact Assessment.

Information at this meeting will include potential effects of the project and what mitigation measures can be taken, including shifts to the alignment to avoid or reduce potential negative effects. ESRA will be looking for feedback from Pauingassi on the Project and how the effects may be addressed.

Everybody is invited to attend.

For more information, please visit www.eastsideroadauthority.mb.ca or contact Cindy McKay, ESRA Aboriginal Relations and Economic Development Officer, at toll-free1-866-356-6355.

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Manitoba

Presentation

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Little Grand Rapids to Little Grand Rapids Airport to Pauingassi First Nation All Season Road Project (P7a)

Possible Environmental Effects and Mitigation

Presentation to Pauingassi First Nation

May 7, 2014

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Description of Project P7a

A) 29 km of Pioneer Road joining LGR FN to the Airport and Pauingassi FN*

- Road will provide year-round access
- Over time the Pioneer Road will be improved to All Season Road standards

Two major water crossings:

- Root Creek
- Channel between Family and Fishing lakes

* requires a *Manitoba Environment Act* license before construction can occur

B) Community Access Roads**

- 6.5 km on Little Grand Rapids FN
- 1.2 km access road on Pauingassi FN

** require approval under *Canadian Environmental Assessment Act 2012* through AANDC before construction can occur

Proposed Change to P7a All Season Road Alignment near Little Grand Rapids

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Engaging Pauingassi in the Possible Environmental Effects and Mitigation

Meetings with Pauingassi Community

- Since 2009 ESRA has met with Pauingassi community and leadership and to discuss the project and select the best road location
- On April 9, 2014 (Meeting 1) we met with you to discuss the Environment Impact Assessment required for the project
- Today we are at the next stage – Possible Project Effects and Mitigation

Incorporated community feedback on important parts of the environment into the EIA for the project

Submit Road proposals to Manitoba and AANDC *(pending)*

Today's Meeting

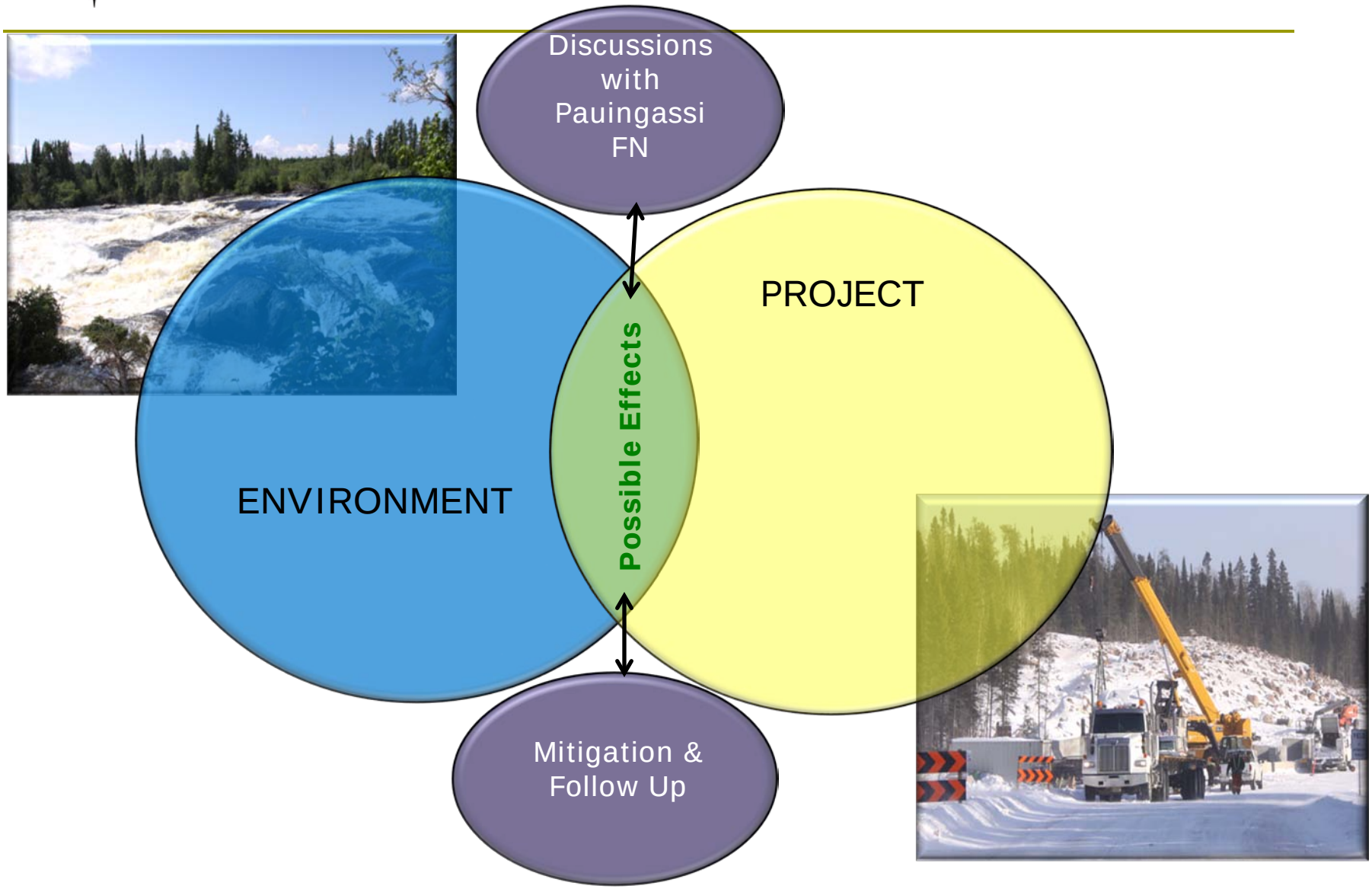
- Review the Project
- What possible environmental effects are important to you?
- What can be done about them?

Meeting 3

- Present the findings of the EIA and the final project.

Submit the EIAs for Manitoba & AANDC Approval

What are Possible Environmental Effects and Mitigation?



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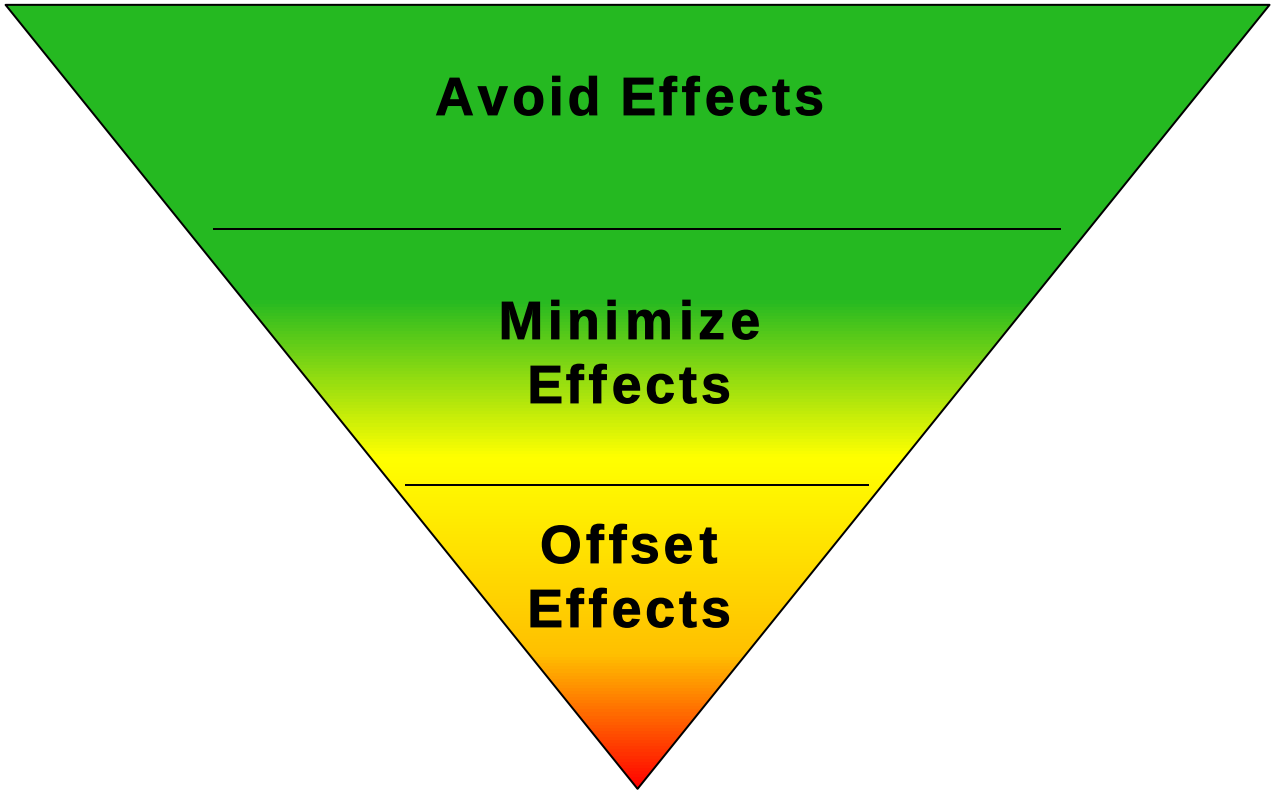
- We heard from you that these are important:
  - Trails & portages
  - Moose
  - Furbearers
  - Fish species for food
  - Medicinal and Food Plants
  - Birds and waterfowl
  - Cultural sites and traditional practices

Mitigation

- Mitigation means taking actions to



- All effects need to be understood

Avoiding Effects

- Design
  - Route road away from burial sites
- Best Practices
  - Using spill trays when refuelling chainsaws to avoid fuel spills on the ground
- Regulations
  - Clearing trees in winter to avoid nesting birds

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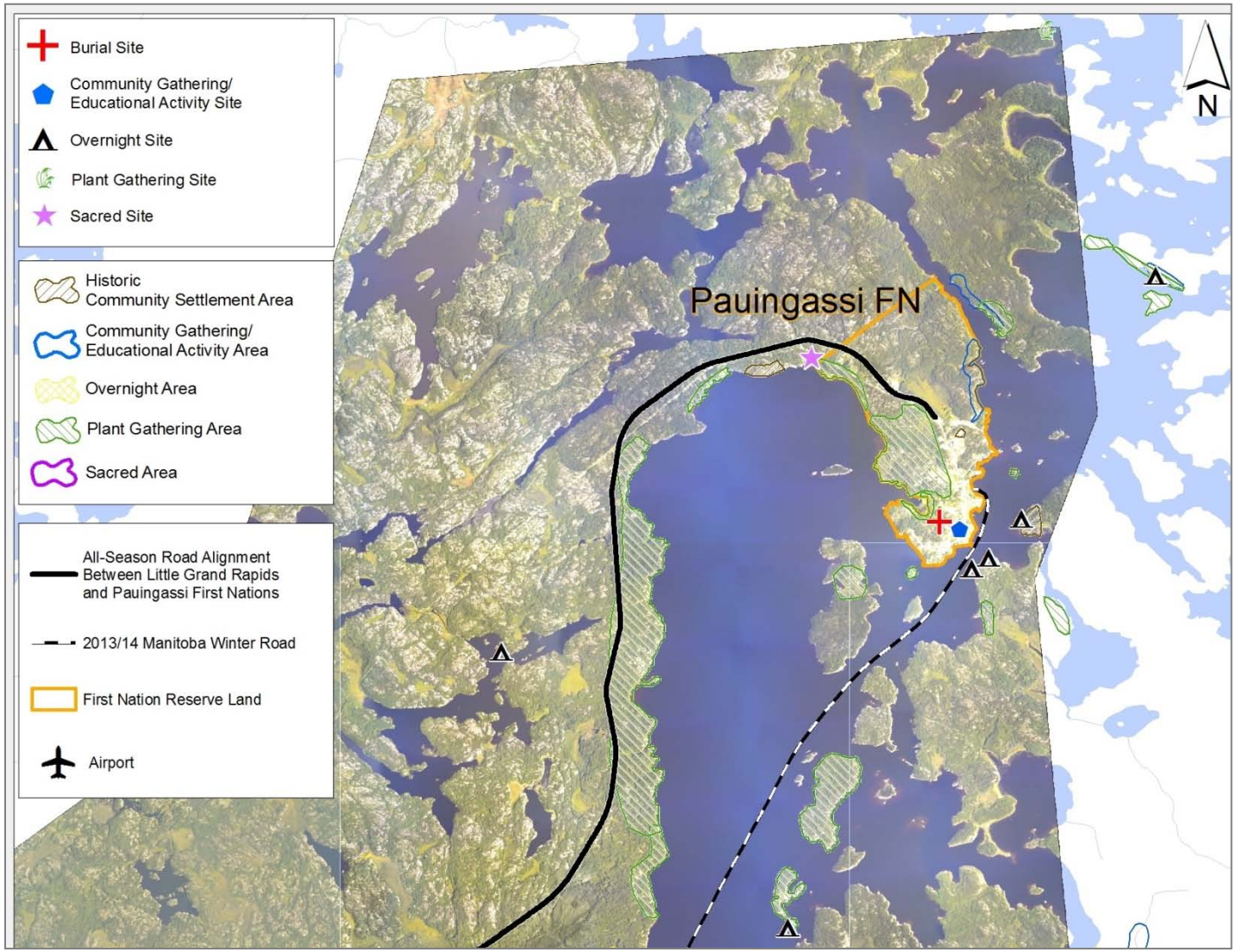
Avoiding Effects



Minimizing Effects

- Lower speeds on road to minimize accidents with moose

- Restricting access

- Limit extent of clearing to ROW, quarries and borrow

Minimizing Effects

- Culvert design:
  - Allow fish to go through

  - Allow land drainage and wildlife movements

Off-setting Effects

- Fish habitat compensation

Shoals at Eaglenest Creek (south of Bloodvein)

Suckers staging over the shoals at Eaglenest Creek, May 2013

Making Sure Mitigation Happens

- Monitoring during and after construction
- Contracts – includes ESRA best practices
  - Fuel Handling
  - Spill Response Procedures
  - Erosion & Sediment Control
  - In/Near Water Work
  - Heritage Resources
  - Clearing & Grubbing
- Training

Steps to Select, Design & Construct an All Season Road

Large Area Network Study to identify possible road corridors

↑

Community Input

- Community Meeting #1 (linkages and direction)
- Traditional Knowledge Study (broad scale)
- Community Meeting #2 (results of assessments & preferred corridor)

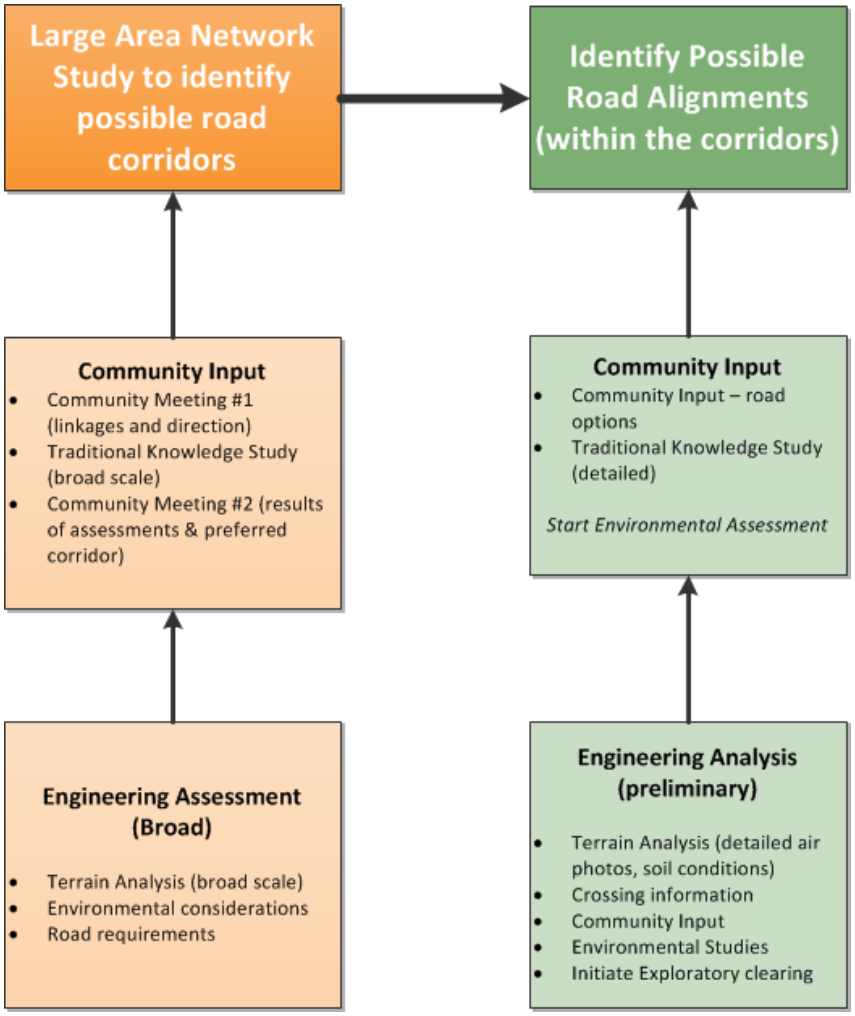
↑

Engineering Assessment (Broad)

- Terrain Analysis (broad scale)
- Environmental considerations
- Road requirements

Complete

Steps to Select, Design & Construct an All Season Road



Almost Complete

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Steps to Select, Design & Construct an All Season Road

Large Area Network Study to identify possible road corridors

Identify Possible Road Alignments (within the corridors)

Select Final Road Alignment

Community Input
- Community Meeting #1 (linkages and direction)
- Traditional Knowledge Study (broad scale)
- Community Meeting #2 (results of assessments & preferred corridor)

Community Input
- Community Input – road options
- Traditional Knowledge Study (detailed)

Start Environmental Assessment

Community Input
- Community Input – preferred road options
- What is important to protect and how to protect it
- Discuss sources of potential construction materials

Discuss Environmental Assessment

Engineering Assessment (Broad)
- Terrain Analysis (broad scale)
- Environmental considerations
- Road requirements

Engineering Analysis (preliminary)
- Terrain Analysis (detailed air photos, soil conditions)
- Crossing information
- Community Input
- Environmental Studies
- Initiate Exploratory clearing

Engineering Analysis (functional)
- Complete Exploratory Clearing and conduct soil drilling
- Preliminary Design of road and bridges
- Identify quarries
- Environmental Assessment

In Process

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Steps to Select, Design & Construct an All Season Road

Large Area Network Study to identify possible road corridors

Identify Possible Road Alignments (within the corridors)

Select Final Road Alignment

Detailed Design

Community Input
- Community Meeting #1 (linkages and direction)
- Traditional Knowledge Study (broad scale)
- Community Meeting #2 (results of assessments & preferred corridor)

Community Input
- Community Input – road options
- Traditional Knowledge Study (detailed)

Start Environmental Assessment

Community Input
- Community Input – preferred road options
- What is important to protect and how to protect it
- Discuss sources of potential construction materials

Discuss Environmental Assessment

Community Input
- Construction details and mitigation
- Construction approach
- Refine design
- Timelines for proposed work

Environmental Assessment Submission

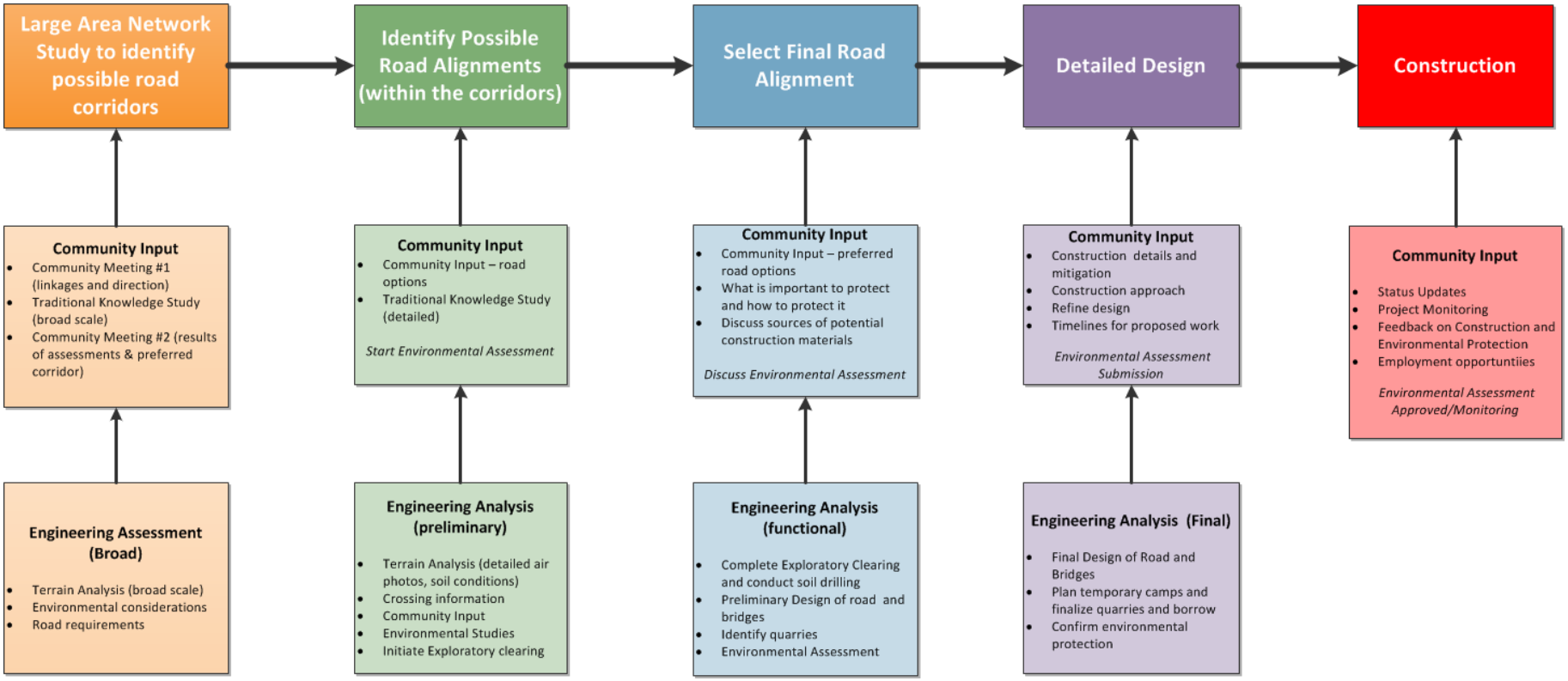
Engineering Assessment (Broad)
- Terrain Analysis (broad scale)
- Environmental considerations
- Road requirements

Engineering Analysis (preliminary)
- Terrain Analysis (detailed air photos, soil conditions)
- Crossing information
- Community Input
- Environmental Studies
- Initiate Exploratory clearing

Engineering Analysis (functional)
- Complete Exploratory Clearing and conduct soil drilling
- Preliminary Design of road and bridges
- Identify quarries
- Environmental Assessment

Engineering Analysis (Final)
- Final Design of Road and Bridges
- Plan temporary camps and finalize quarries and borrow
- Confirm environmental protection

Steps to Select, Design & Construct an All Season Road



Identification of Possible Environmental Effects and Mitigation

We are here today to make sure:

- you know about the possible environmental effects and proposed mitigation measures to protect the environment
- we hear about what possible environmental effects are important to you and what we can do about these possible environmental effects

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See You Again Soon!

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

- **June 2014:** To confirm findings of the environmental assessment with the community

Thank you for your participation!

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Contact Information

The East Side Road Authority

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MANITOBA East Side Road AUTHORITY

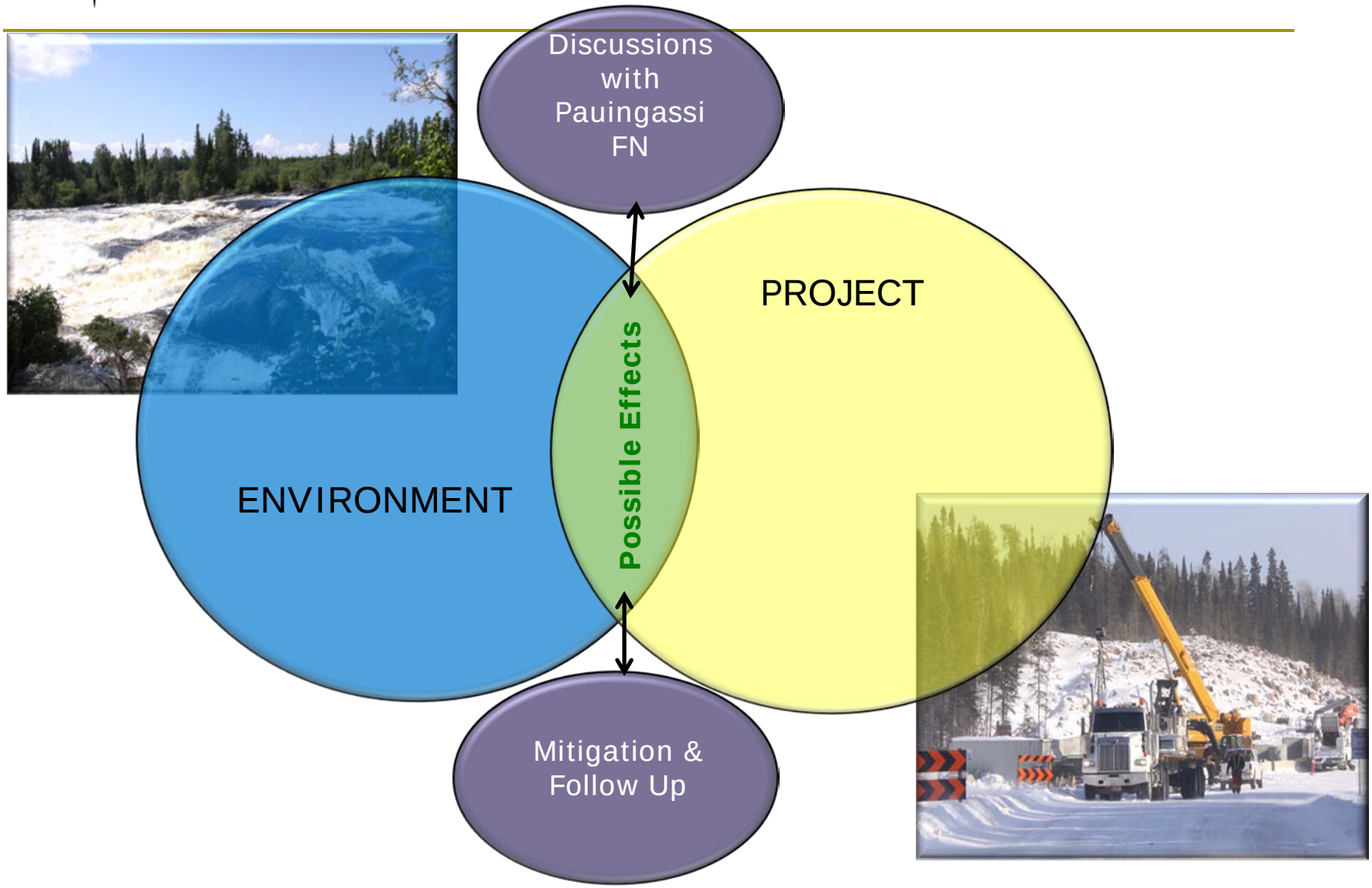
Little Grand Rapids to Little Grand Rapids Airport to Pauingassi First Nation All Season Road Project (P7a)

Possible Environmental Effects and Mitigation

Presentation to Pauingassi First Nation

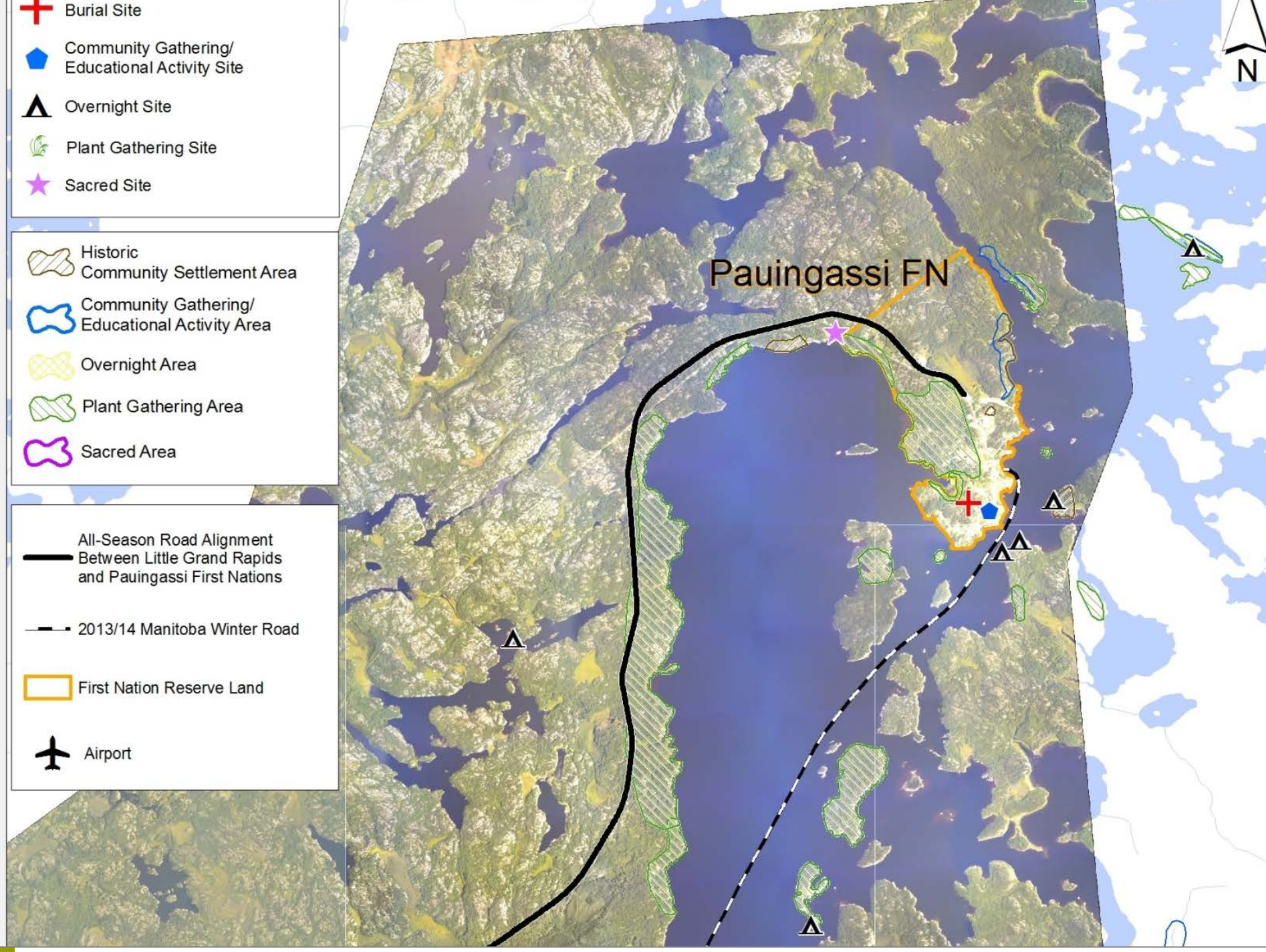
May 7, 2014

What are Possible Environmental Effects and Mitigation?



Avoiding Effects

- Design
  - Route road away from burial sites
- Best Practices
  - Using spill trays when refuelling chainsaws to avoid fuel spills on the ground
- Regulations
  - Clearing trees in winter to avoid nesting birds


Burial Site
Community Gathering/ Educational Activity Site
Overnight Site
Plant Gathering Site
Sacred Site
Historic Community Settlement Area
Community Gathering/ Educational Activity Area
Overnight Area
Plant Gathering Area
Sacred Area
All-Season Road Alignment Between Little Grand Rapids and Pauingassi First Nations
2013/14 Manitoba Winter Road
First Nation Reserve Land
Airport
Pauingassi FN
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Minimizing Effects

- Lower speeds on road to minimize accidents with moose

- Restricting access

- Limit extent of clearing to ROW, quarries and borrow

Minimizing Effects

- Culvert design:
  - Allow fish to go through

  - Allow land drainage and wildlife movements

Off-setting Effects

- Fish habitat compensation

Shoals at Eaglenest Creek (south of Bloodvein)

Suckers staging over the shoals at Eaglenest Creek, May 2013

Identification of Possible Environmental Effects and Mitigation

We are here today to make sure:

- you know about the possible environmental effects and proposed mitigation measures to protect the environment
- we hear about what possible environmental effects are important to you and what we can do about these possible environmental effects

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Boards

(including photos of handwritten comments)

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Possible Changes to Moose and What Can Be Done About It

Possible Changes *(effects)*

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

Mitigation Ideas

- Improved sightlines, reduced speed, signage
- Restrict construction worker activity to project area
- Restrict hunting from road (i.e. 300m on either side of roadway)
- Block temporary access roads after construction
- Encourage natural re-vegetation and planting with native species

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Caribou and What Can Be Done About It

Possible Changes *(effects)*	Mitigation Ideas
Change in habitat	Improved sightlines, reduced speed, signage
Disturbance from blasting	Restrict construction worker activity to project area
Accidental caribou-vehicle collisions	Block temporary access roads after construction
Increased access	Encourage natural re-vegetation and planting with native species
	Limit blasting in vicinity of calving sites during calving season

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Furbearers and What Can Be Done About It

Possible Changes *(effects)*	Mitigation Ideas
Change in habitat	Limit clearing to fall and winter
Disturbance and displacement from construction	Improved sightlines, reduced speed, signage
	Minimize clearing
Increased access	Maintain treed buffers
	Encourage natural re-vegetation and planting with native species
Accidental vehicle collisions	Provide under road passage through equalization culverts

What other possible changes are important to YOU and what other mitigations can we do?

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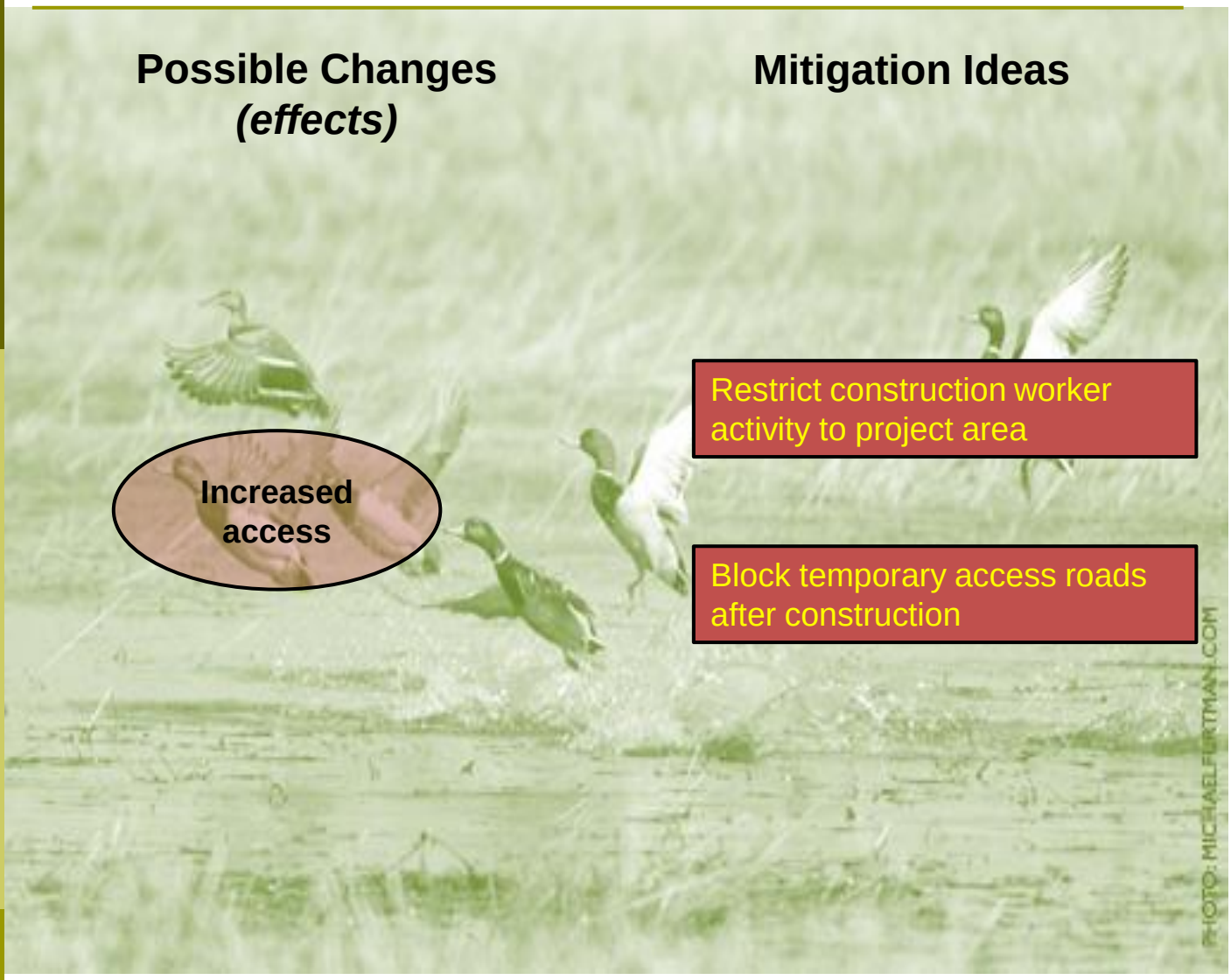
Possible Changes to Waterfowl and What Can Be Done About It



Possible Changes *(effects)*	Mitigation Ideas
Increased access	Restrict construction worker activity to project area
	Block temporary access roads after construction

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Birds of Prey and What Can Be Done About It

Possible Changes *(effects)*	Mitigation Ideas
Change in habitat	Minimize extent of clearing
	Maintain buffers to active nests
Displacement and disturbance from noise	Minimize clearing in spring and summer
	Maintain treed buffers along water's edge
Disturbance of existing nests	Protection of active nests during construction

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Heritage and Cultural Sites and What Can Be Done About It

Possible Changes *(effects)*

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

Mitigation Ideas

- Identify heritage sites prior to construction
  - Route road away from known heritage sites
  - Maintain buffers to heritage sites
  - Relocate heritage sites or artifacts
- Conduct ceremonies for cultural sites that may be affected
- Block temporary access roads after construction
- Limit equipment and workers to construction areas

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Vegetation and What Can Be Done About It

Possible Changes *(effects)*

- Remove trees and shrubs in ROW, borrow, and quarries
- Increase access
- Loss of species of concern plants from clearing activities
- Spread of invasive and non-native species

Mitigation Ideas

- Minimize extent of clearing to ROW, quarries and borrow
- Survey for species of concern before clearing and initiate protection plans where possible
- Restore ground cover in ditches with native species
- Route road along previously disturbed areas where possible
- Block access roads after construction
- Prohibit equipment outside of construction areas
- Control herbicide use

What other effects are important to YOU and what other mitigations can we do?

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Possible Changes to Aquatics and What Can Be Done About It

Possible Changes *(effects)*

- Fish habitat loss or change in productivity
- Damage water quality from sediment
- Improve access to waterways
- Block fish movements
- Changes in flows
- Harm to fish from accidental fuel spills and herbicide runoff
- Introduce non-native fish species from construction equipment

Mitigation Ideas

- Block access roads after construction
- Limit clearing near watercourses
- Culvert design for fish passage and natural flow
- Refuel equipment and store fuels away from watercourses
- Habitat compensation
- Avoid critical spawning areas
- Use erosion protection and sediment control
- Restore vegetation near waterways
- Clean equipment before work
- Prohibit use of herbicides near watercourses

What other possible changes are important to YOU and what other mitigations can we do?

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Possible Changes to Traditional Resource Activities and What Can Be Done About It

Possible Changes *(effects)*

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

Mitigation Ideas

- Map important traditional use areas to minimize disturbance
- Protect moose *(see moose poster)*
- Protect furbearers *(see furbearers poster)*
- Design to maintain trapper access and trails
- Maintain access to trapline and trails during construction
- Protect fishery *(see aquatics poster)*
- Block access roads after construction

What other possible changes are important to YOU and what other mitigations can we do?

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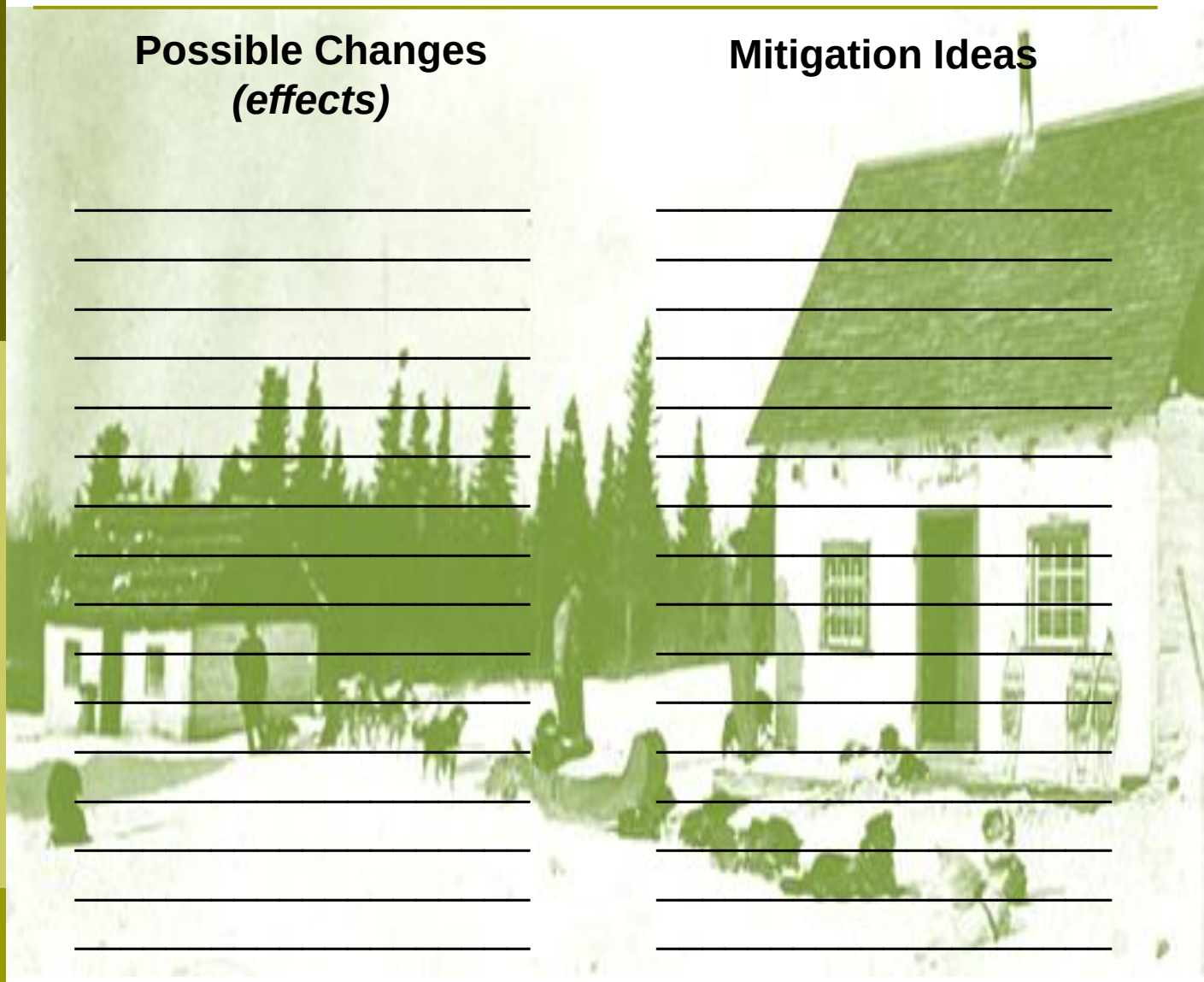
Other Possible Changes and What Can Be Done About Them



Possible Changes *(effects)*	Mitigation Ideas

How to Construct a Road

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 the inspected by jointly by multiple agencies and opened up for public use

Any Questions ?????

Photos

Selected Photos: Pauingassi Elders and Community Meeting – May 7, 2014

Photos property of East Side Road Authority (R. Modha)

Deteriorating winter road, leaving from Little Grand Rapids airport.

Deteriorating winter road, entering community of Pauingassi.

Presentation to Pauingassi elders at Band Hall, just before noon (see clock): Hubert Crow translating. Wendy Botkin (ESRA) presenting; Jaime Clarke (ESRA) at table; Dan Kuenstler (ESRA) available for answering questions.

Presentation to Pauingassi elders at Band Hall.

Pauingassi community members: looking at alignment on boards.

Small group discussion with Pauingasssi community members: Dan Kuenstler and Jaime Clarke (ESRA) standing. Graeme Loeppky (Dillon) seated. Photo shows sign-in table at door, and posters and board set up.

James Fraser (ESRA) in conversation with Pauingassi community member.

Elders Meeting: Notes

MANITOBA East Side Road AUTHORITY

Room 200, 155 Carlton Street
Winnipeg, MB R3C 3H8
Phone: (204) 945-4900
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Fax: (204) 948-2462

PAUINGASSI FIRST NATION ELDERS MEETING

Date: May 7, 2014

Time: 12:00 pm – 1:00 pm

Location: Pauingassi First Nation Band Office

In Attendance: ESRA Project Team
Wendy Botkin, Jaime Clarke, Ronuk Mohda, James Fraser, Dan Kuenstler, Graeme Loeppky (Dillon), Vince Kuzdak (AMEC).

Pauingassi Elders:
Jerry Crow, Solomon Pascal, Louis Crow, Shortie Owens, Alex Keeper, Harvey Owen, Lorne Owens, Norman Crow, George T. Keeper, Maggie Owen, Mary Anne Owen, Violet Baptiste, Elsie Crow, Donna Everret.

Pauingassi Translator: Hubert Crow

Summary

Prior to the Public Open House in Pauingassi First Nation on May 7, 2014, the East Side Road Authority (ESRA) met with local Elders from the community to discuss and obtain input on the P7A project. The purpose of the meeting was to follow up with the Elders from the previous meeting (April 9, 2014) about the project and environmental assessment, to present potential project effects and mitigation to the elders and receive their input on potential project effects that are important to them. During the meeting, ESRA staff met with fourteen local Elders.

Elders Meeting

At the beginning of the meeting an Elder said an opening prayer, followed by a presentation of tobacco from ESRA to each of the Elders. During the meeting, ESRA staff provided a brief introduction of the Environmental Impact Assessment process and presented the Maps and Information boards that were going to be used for the public meeting. As well, ESRA presented an abbreviated version of the PowerPoint presentation that was proposed for the afternoon open house. Discussions during the Elders' session included:

- The federal (AANDC) and provincial (MB Conservation) regulators both require specific information to be included in the EIA.
- The project consists of 29 km of pioneer road (on provincial crown lands) and on-reserve access roads to connect to the pioneer road (1.2 on Pauingassi; Currently 6.5 km on LGR: note that LGR and ESRA are checking into changing the road alignment as it enters that community. This will not change the road or access in the Pauingassi area).

- The community realizes that there will be some impacts to the local environment; however, they are very eager to have the project proceed in a timely manner (sooner the better). They would like to see this in their lifetimes, and noted that some elders have passed away during the years of planning.
- There were concerns about berry and medicinal plants moose as well as fish being negatively affected. The interactive boards were used to explain how the mitigative measures would be used to minimize negative impacts.
- There was good discussion with regards to the alternate route process and ESRA's attempt to choose the right route with minimal impact.
- There was discussion on timing of the project and how it may impact traditional use activities (duck hunting as an example). ERSA commented that these critical times would try to be avoided.
- There was discussion about getting the road built and why it is taking so long. ESRA mentioned that if all goes well construction could start by fall of 2014. The road is still being designed and that there is some necessary helicopter work in the area over the next several months. The road building process was also explained.
- There was good discussion on the use of Best Management Practices and how they will be put into place throughout the project in order to minimize (mitigate) negative impacts.

Refreshments

Coffee, bottled water, fruit and vegetable snacks, and a sandwich lunch were provided by ESRA.

Handouts and information provided:

- ESRA 2014 Calendar
- ESRA newsletter (Summer 2013)
- Handout: "Steps to Select, Design, and Construct an All Season Road"
- ESRA job registration forms
- Poster: "How to build a road" (left posted on wall in Band hall)

Feedback summary

Elders supported the all-season road project but also wanted to ensure that the project was carried out in a manner that protects the environment. They noted that some elders had passed away since the discussions on the road had begun, and they wished to see the road in place sooner rather than later. ESRA mentioned that there will be one more meeting in June, 2014 to review the EIA/S prior to submitting to the regulators.

Presentation to the Elders

MANITOBA East Side Road AUTHORITY

Little Grand Rapids to Little Grand Rapids Airport to Pauingassi First Nation All Season Road Project (P7a)

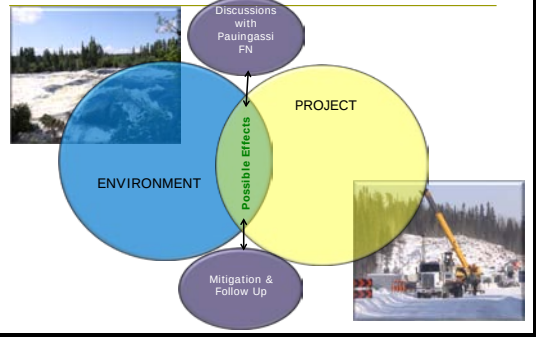
Possible Environmental Effects and Mitigation

Presentation to Pauingassi First Nation

May 7, 2014

East Side Road AUTHORITY

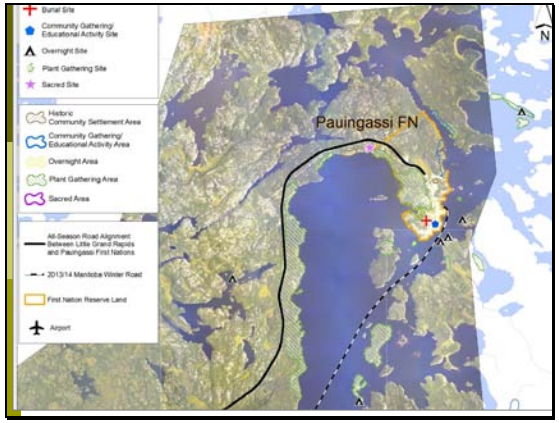
What are Possible Environmental Effects and Mitigation?



East Side Road AUTHORITY

Avoiding Effects

- Design
  - Route road away from burial sites
- Best Practices
  - Using spill trays when refuelling chainsaws to avoid fuel spills on the ground
- Regulations
  - Clearing trees in winter to avoid nesting birds



East Side Road AUTHORITY

Minimizing Effects

- Lower speeds on road to minimize accidents with moose
- Restricting access
- Limit extent of clearing to ROW, quarries and borrow

East Side Road AUTHORITY

Minimizing Effects

- Culvert design:
  - Allow fish to go through
  - Allow land drainage and wildlife movements

Manitoba

East Side Road AUTHORITY

Off-setting Effects

- Fish habitat compensation

Shoals at Eaglenest Creek (south of Bloodvein)

Suckers staging over the shoals at Eaglenest Creek, May 2013

East Side Road AUTHORITY

Identification of Possible Environmental Effects and Mitigation

We are here today to make sure:

- you know about the possible environmental effects and proposed mitigation measures to protect the environment
- we hear about what possible environmental effects are important to you and what we can do about these possible environmental effects

MANITOBA East Side Road AUTHORITY

Contact Information

The East Side Road Authority

Phone:(204) 945-4900
Toll-Free 1-866-356-6355
Fax: (204) 948-2462

www.eastsideroadauthority.mb.ca

Meeting 5

Public Open House

Presentation

MANITOBA East Side Road AUTHORITY

LITTLE GRAND RAPIDS TO LITTLE GRAND RAPIDS AIRPORT TO PAUINGASSI FIRST NATION ALL SEASON ROAD PROJECT (P7A)

Town of Pine Falls

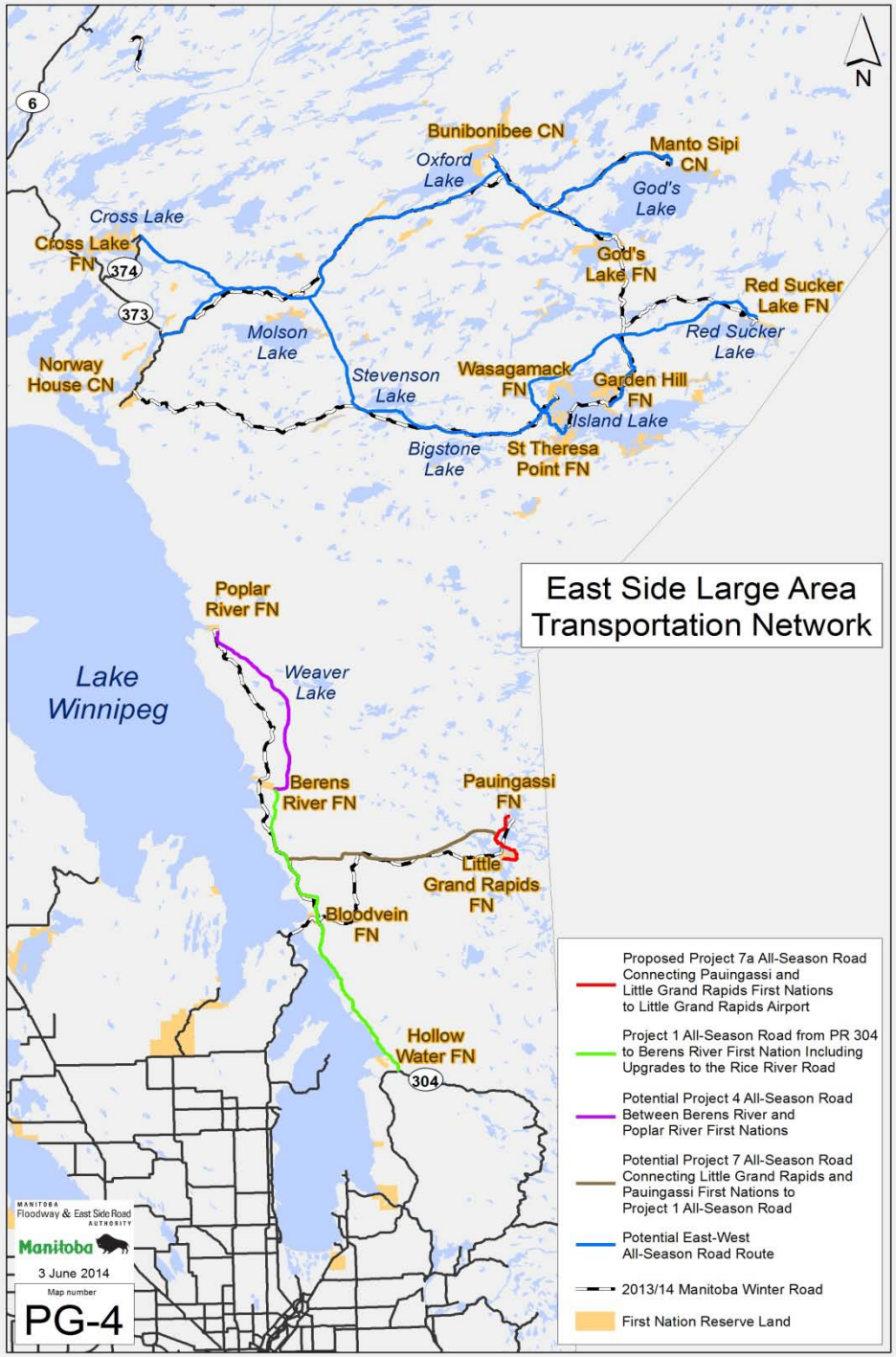
Public Open House

June 12, 2014

MANITOBA East Side Road AUTHORITY

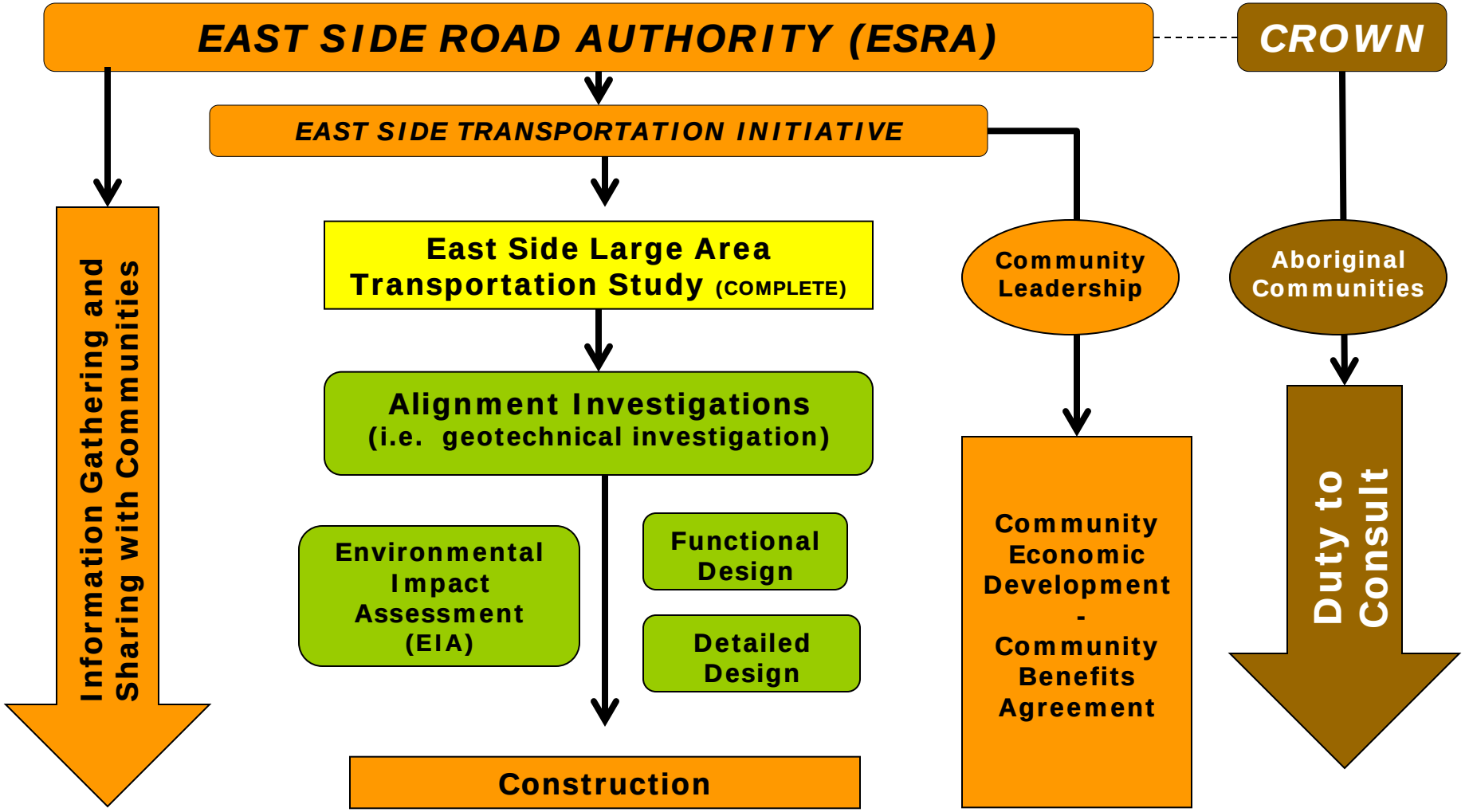
EAST SIDE TRANSPORTATION INITIATIVE

- 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 and economic opportunities
- Enhanced opportunities for local sustainable economic development



MANITOBA East Side Road AUTHORITY

Overall East Side Road Framework



East Side Road AUTHORITY

ESRA ENGAGEMENT

WHO?

Aboriginal Leadership
First Nation Communities
Little Grand Rapids NAC
Other Aboriginal Groups
Trappers
Regulators,
Lodges and Outfitters,
General Public,
Other Stakeholders

HOW?

Meetings
Open Houses
Mailings

WHEN?

2009
East Side Large Area Transportation Network Study

→

2010
Finding of Preferred Route Network Alignments / TEK Studies

→

2012
Presentation and Confirmation of Alignment of the P7a Project

→

2013
Baseline Studies for the P7a Project and Traditional Knowledge Design Workshops

→

2014
Environmental Assessment of P7a Project

WHY?

Gather community and public input for project planning, design and inclusion in the Environmental Assessment

MANITOBA East Side Road AUTHORITY

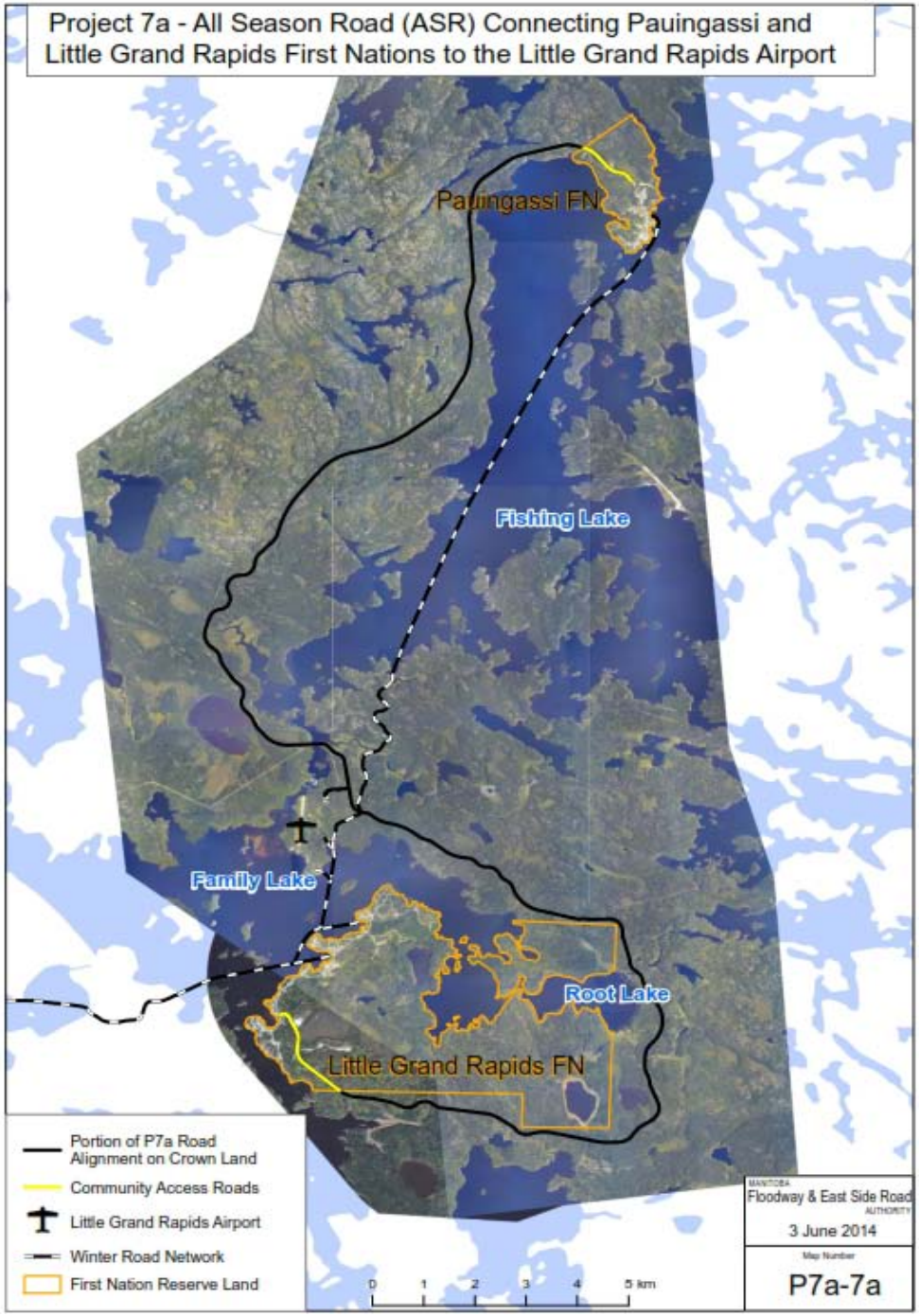
- 36.4 km of Pioneer Road joining Little Grand Rapids FN to the Airport and Pauingassi First Nation
  - Will provide year round access
  - Pioneer Road will be improved to All Season Road standards

- Two Major Water Crossings
  - Root Creek
  - Channel between Family and Fishing Lakes

*requires a *Manitoba Environment Act* license before construction can occur

- On Reserve Community Access Roads
  - 2.2 km on Little Grand Rapids FN
  - 1.2 km on Pauingassi FN

*requires approval under the *Canadian Environmental Assessment Act, 2012* through AANDC before construction can occur



MANITOBA East Side Road AUTHORITY

Investigations Conducted for the Proposed P7a Project

In support of Environmental Impact Assessment and Engineering Design

- Geotechnical conditions
- Traditional Knowledge (TK) to identify environmental conditions and sensitive areas and sites needing protection
- Biophysical studies to augment TK
  - Vegetation surveys
  - Wildlife surveys
  - Archaeological studies
  - Fish and fish habitat assessments

Boards

(including photos of handwritten comments)

MANITOBA East Side Road AUTHORITY

Possible Environmental Effects and Mitigation

Moose

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Encourage natural re-vegetation and planting with native species
Disturbance from construction activities	Restrict construction worker activity to project area
Accidental moose-vehicle collisions	Improved sightlines, reduced speed, signage
Increased access	Restrict hunting from road (i.e. 300m on either side of roadway)
	Block temporary access roads after construction

Caribou

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Encourage natural re-vegetation and planting with native species
Disturbance from blasting	Restrict construction worker activity to project area
Accidental caribou-vehicle collisions	Limit blasting in vicinity of calving sites during calving season
Increased access	Improved sightlines, reduced speed, signage
	Block temporary access roads after construction

Furbearers

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Limit clearing to fall and winter
Disturbance and displacement from construction	Encourage natural re-vegetation and planting with native species
Increased access	Minimize clearing and maintain treed buffers
Accidental vehicle collisions	Provide under road passage through equalization culverts
	Block temporary access roads after construction
	Improved sightlines, reduced speed, signage

Waterfowl

Possible Changes (effects)	Mitigation Ideas
Increased access	Restrict construction worker activity to project area
	Block temporary access roads after construction

Birds of Prey

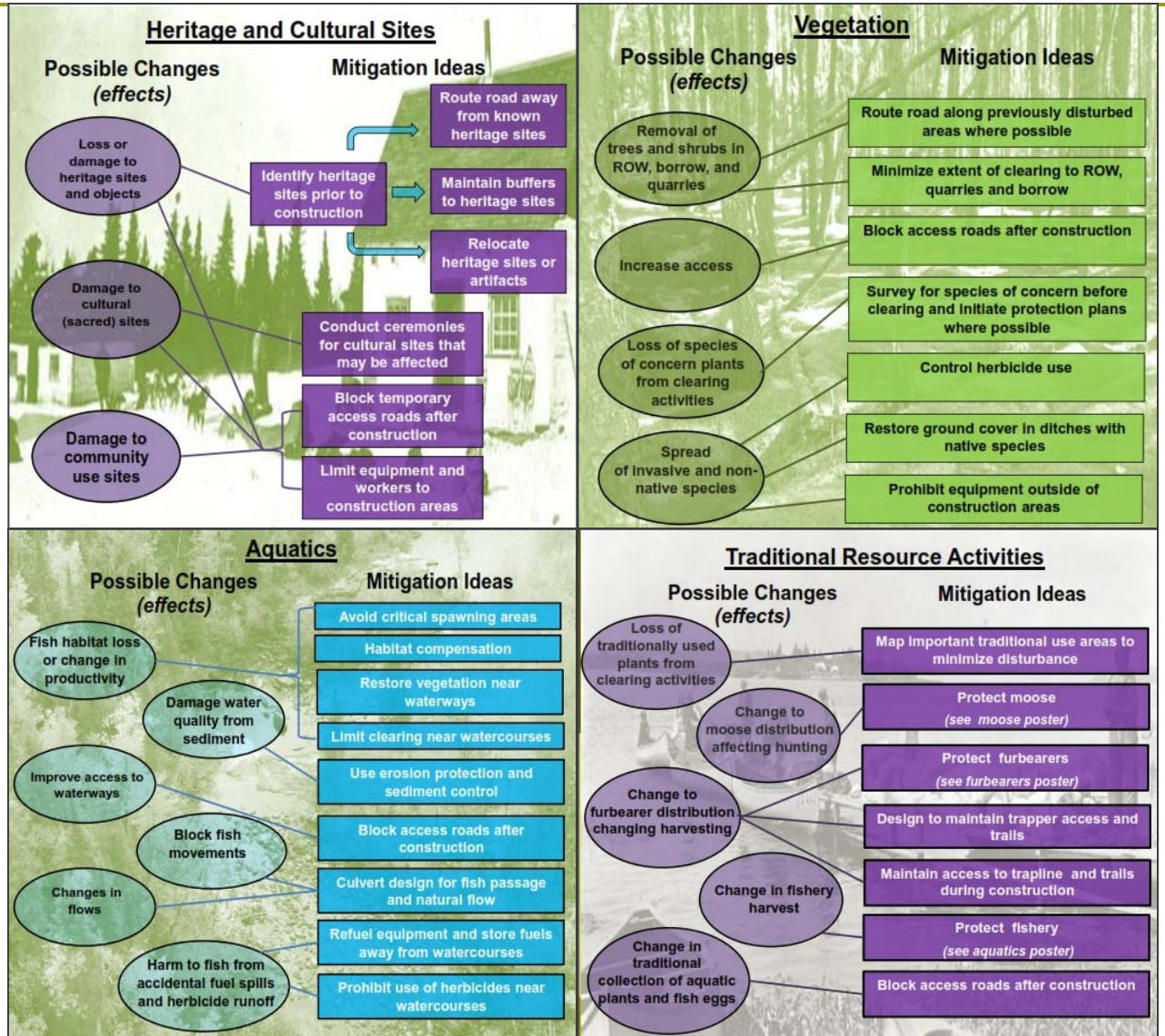
Possible Changes (effects)	Mitigation Ideas
Change in habitat	Minimize extent of clearing
Displacement and disturbance from noise	Maintain treed buffers along water's edge
Disturbance of existing nests	Minimize clearing in spring and summer
	Maintain buffers to active nests
	Protection of active nests during construction

Frogs, Turtles, Snakes

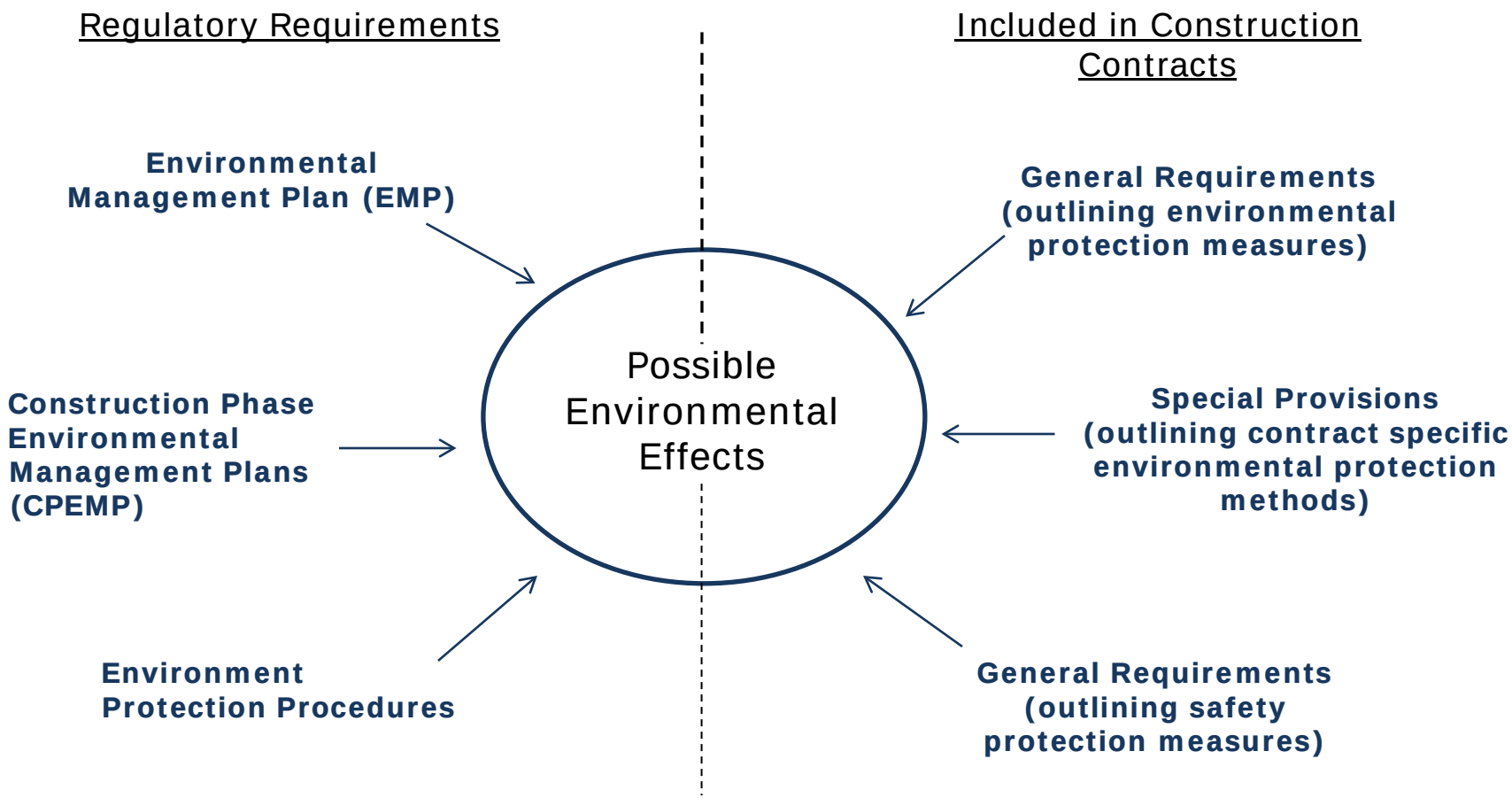
Possible Changes (effects)	Mitigation Ideas
Change in habitat	Minimize clearing and maintain treed buffers
Mortality due to vehicles	Establish erosion control near waterbodies
Damage from herbicides and accidental releases	Encourage re-vegetation and planting with native species
	Improved sightlines, reduced speed, signage
	Store fuel, waste and debris 100 meters from waterbodies
	Control type and application of herbicide

MANITOBA East Side Road AUTHORITY

Possible Environmental Effects and Mitigation



Measures to Minimize Possible Environmental Effects



MANITOBA East Side Road AUTHORITY

Next Steps

1) Meet with Little Grand Rapids and Pauingassi First Nation community members to share information and receive feedback on the findings of the Environmental Impact Assessment

2) Prepare and submit the Environmental Assessment Report for approval by Manitoba Conservation and Water Stewardship

3) Prepare and submit project and environmental information for approval Aboriginal Affairs and Northern Development Canada for the on-reserve community access roads

4) After regulatory approvals are received, proceed to construction phase including the employment opportunities and training for east side residents.

5) Construct the road adhering to licence requirements

MANITOBA East Side Road AUTHORITY

Contact Information

The East Side Road Authority

Phone:(204) 945-4900
Toll-Free 1-866-356-6355
Fax: (204) 948-2462

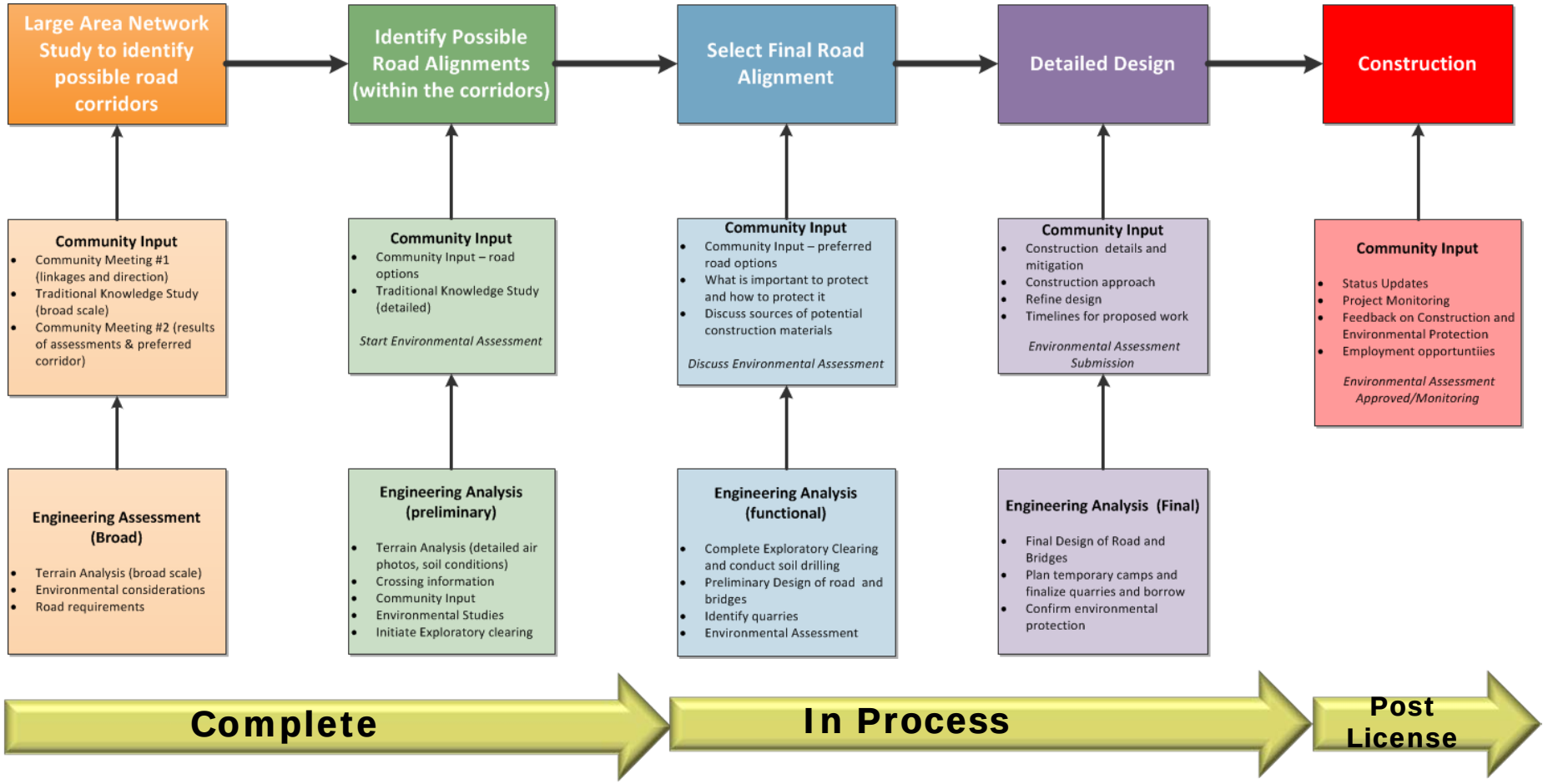
www.eastsideroadauthority.mb.ca

MANITOBA East Side Road AUTHORITY

Other Comments / Questions?

East Side Road AUTHORITY

Steps to Select, Design & Construct an All Season Road



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Select Evaluation Factors for Consideration in the Environmental Impact Assessment

Vegetation and Soils

- Vegetation and soil surveys conducted
- Identified potential effects

Wildlife

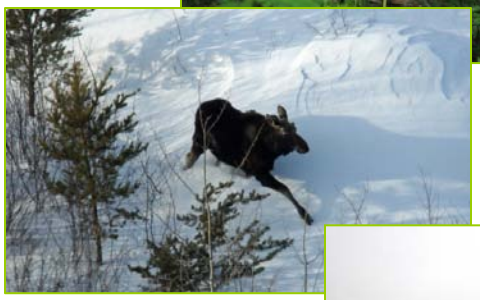
- Wildlife monitoring surveys conducted
- Effects on wildlife species described

Aquatics

- Aquatic environmental study completed
- Fish and fish habitats described
- Environmental effects identified

Heritage Resources and Traditional Knowledge

- Heritage Resource Impact Assessment (HRIA) conducted to identify heritage resources
- Traditional Knowledge workshops



MANITOBA East Side Road AUTHORITY

Right of Way Clearing

60 meter wide clearing

Hydro Ax

Skidder

Timber Stockpile

Description

- Approximately 60 m wide clearing
- Tree roots removed
- Timber is available for community use

Purpose

- Right of Way cleared for road and ditch construction
- Provides clear line of site for drivers

Timing

- Occurs following the road design phase and after the environmental assessment

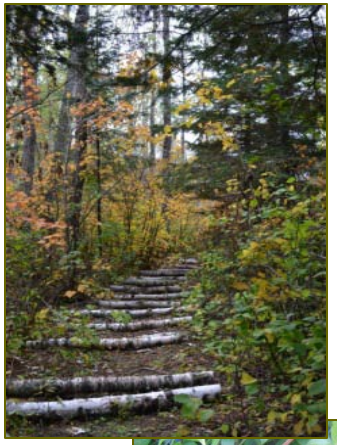
Methods

- combination of equipment and hand clearing
- debris disposal

MANITOBA East Side Road AUTHORITY

Environmental Components/Features Important to Little Grand Rapids and Pauingassi First Nations

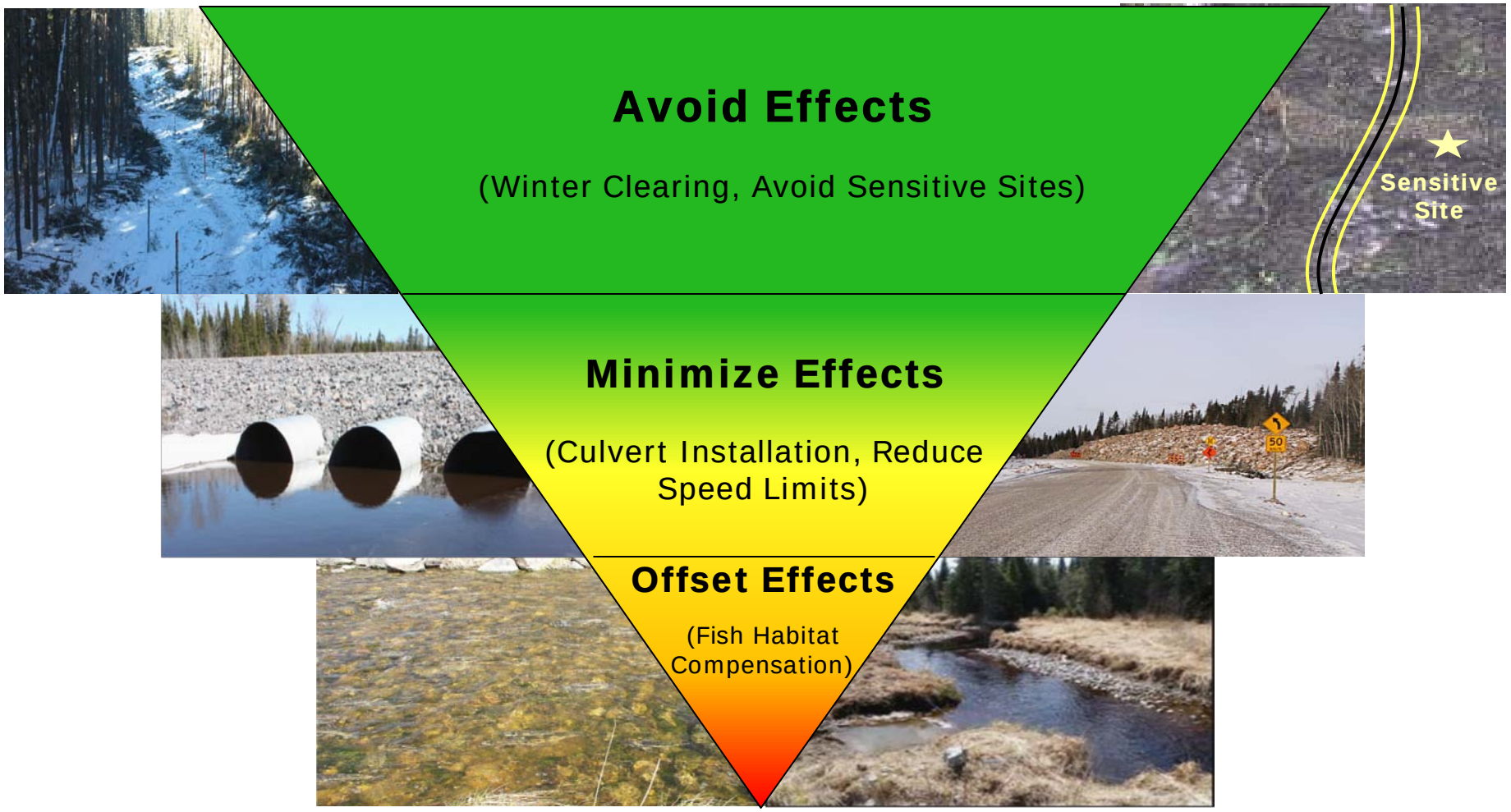
- Trails and portages
- Land drainage
- Moose
- Fish and water
- Furbearers
- Plants (berries and medicinal)
- Cultural sites and traditional practices
- Birds and waterfowl
- Frogs, turtles, snakes



MANITOBA East Side Road AUTHORITY

Mitigation

Mitigation means taking actions to:



MANITOBA East Side Road AUTHORITY

Making Sure Mitigation Happens

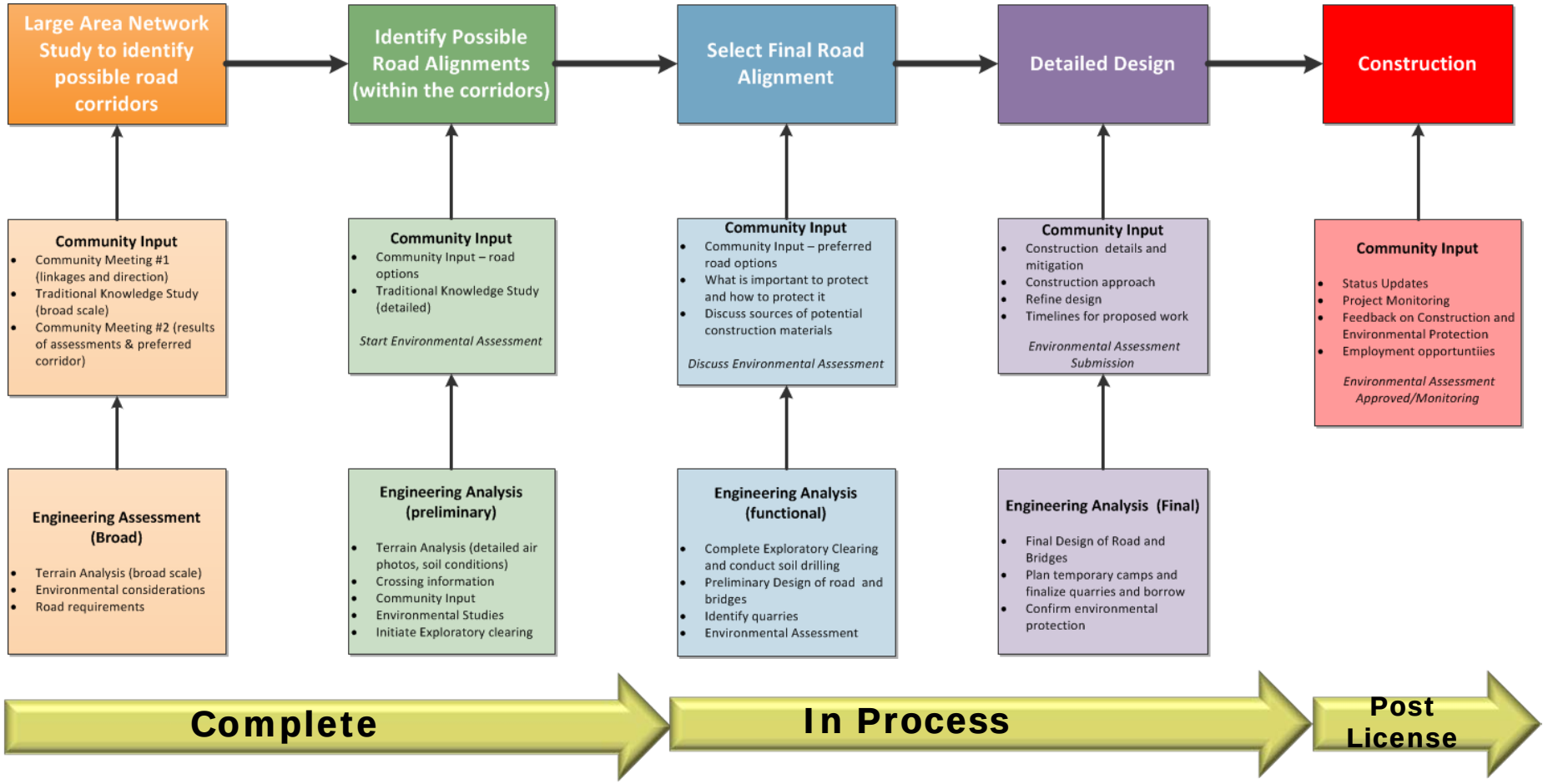
- Inspections during and after construction
- Contracts – includes ESRA best practices such as:
  - Fuel Handling
  - Spill Response Procedures
  - Erosion & Sediment Control
  - In/Near Water Work
  - Heritage Resources
  - Clearing & Grubbing
- Training

Clearing of the RoW

Erosion Control at Bridge Crossings

East Side Road AUTHORITY

Steps to Select, Design & Construct an All Season Road



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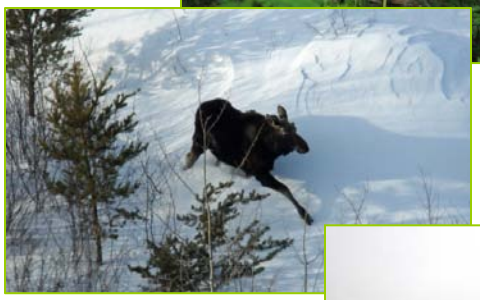

MANITOBA East Side Road AUTHORITY

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MANITOBA East Side Road AUTHORITY

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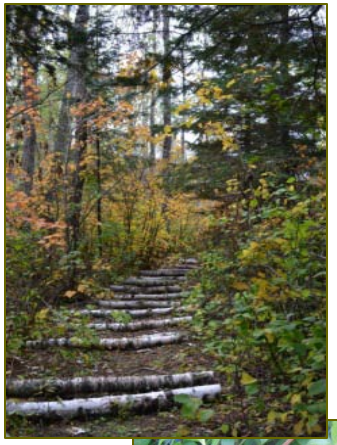

MANITOBA East Side Road AUTHORITY

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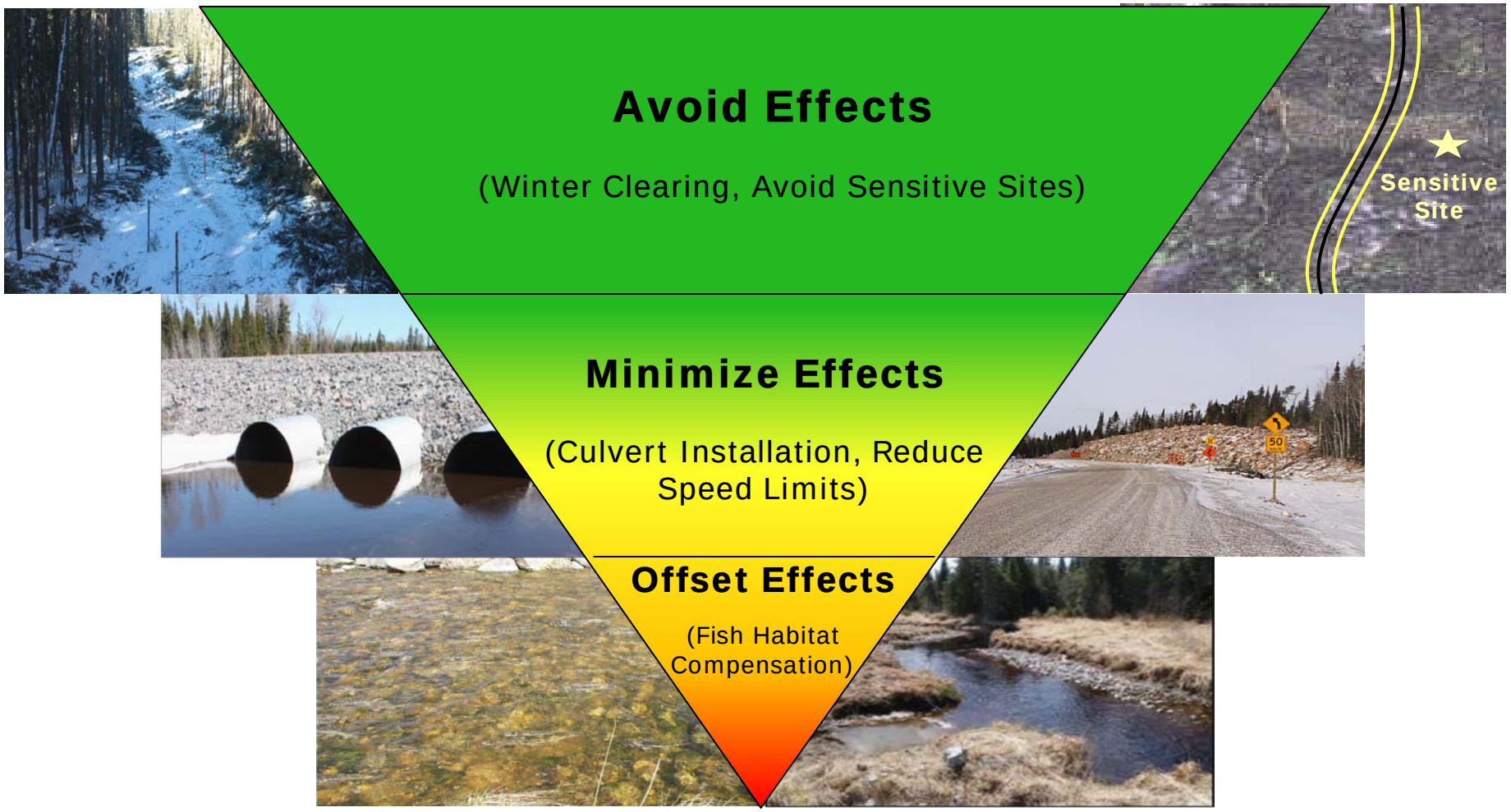

MANITOBA East Side Road AUTHORITY

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  - In/Near Water Work
  - Heritage Resources
  - Clearing & Grubbing
- Training

Clearing of the RoW

Erosion Control at Bridge Crossings

MANITOBA East Side Road AUTHORITY

Community Decisions and Actions

1. **Confirming the alignment**
2. **Community involvement**
   - Traditional Knowledge (TK)
   - Baseline data collection for environmental assessment and design
   - Construction activities
3. **Band Council Resolutions (BCRs) at various stages**
   - to support approvals and permits required for pre-construction and construction work to occur

MANITOBA East Side Road AUTHORITY

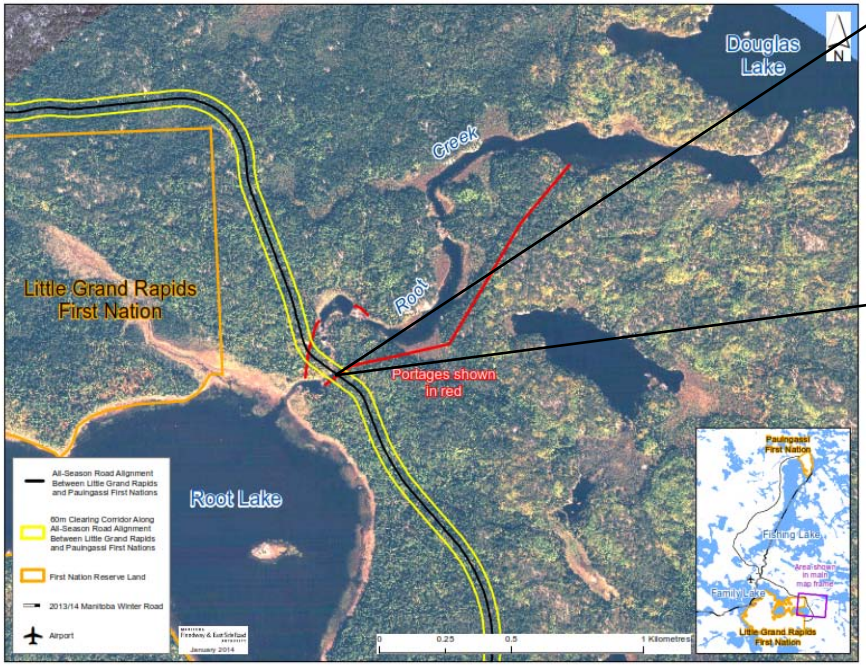
Little Grand Rapids First Nation Community Access Road

MANITOBA East Side Road AUTHORITY

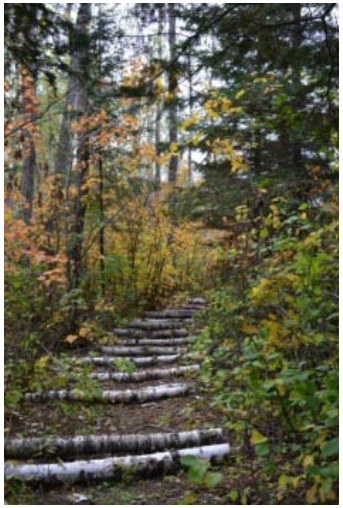
Pauingassi First Nation Community Access Road

MANITOBA East Side Road AUTHORITY

Water Crossing – Root Creek



View (looking east) of he crossing site



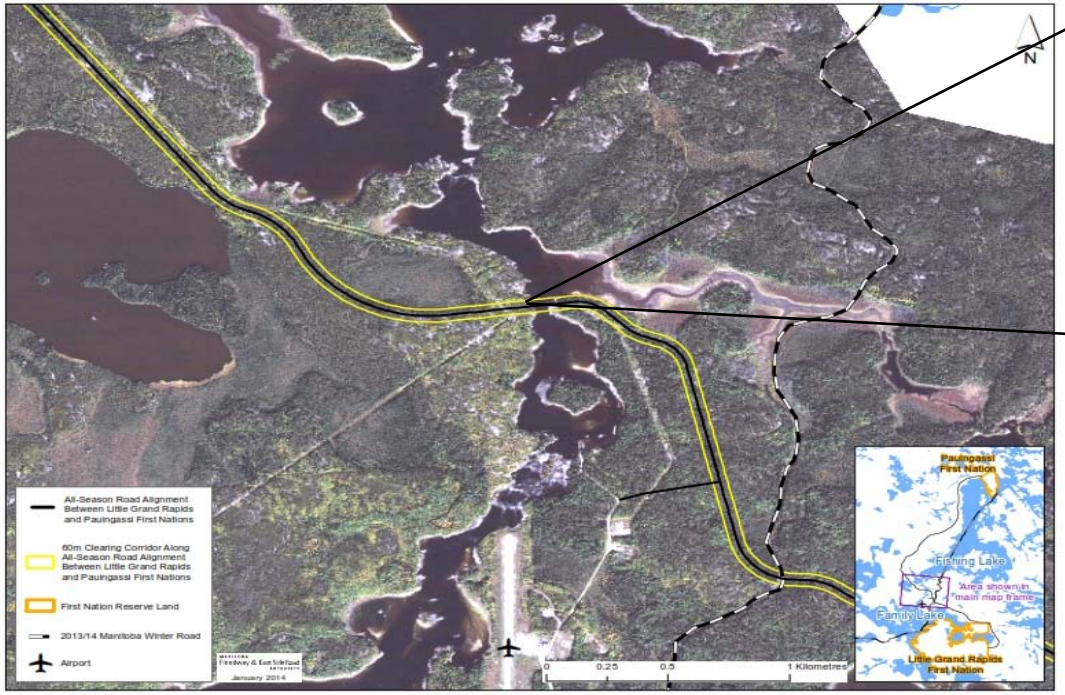
Log rollers at Root Creek

Acrow panel bridge installation - Mainland River near Wasagamack First Nation

In 25 years the bridge crossing may be similar to the bridge crossing at Wanipigow River (above)

MANITOBA East Side Road AUTHORITY

Water Crossing – Channel between Family and Fishing Lakes



View (looking west) of the crossing site

Acrow panel bridge installation - Red Sucker River

In 25 years the bridge crossing may be similar to the bridge crossing at Wanipigow River (above)
Note: Actual bridge built have a pier(s) located in-stream

MANITOBA East Side Road AUTHORITY

What is Environmental Assessment?

Public and Aboriginal Engagement

ENVIRONMENT

Possible Effects

PROJECT

Mitigation & Follow Up

Presentation

MANITOBA
East Side Road
AUTHORITY

Little Grand Rapids to Little Grand Rapids Airport to Pauingassi First Nation All Season Road Project (P7a)

Winnipeg

Public Open House

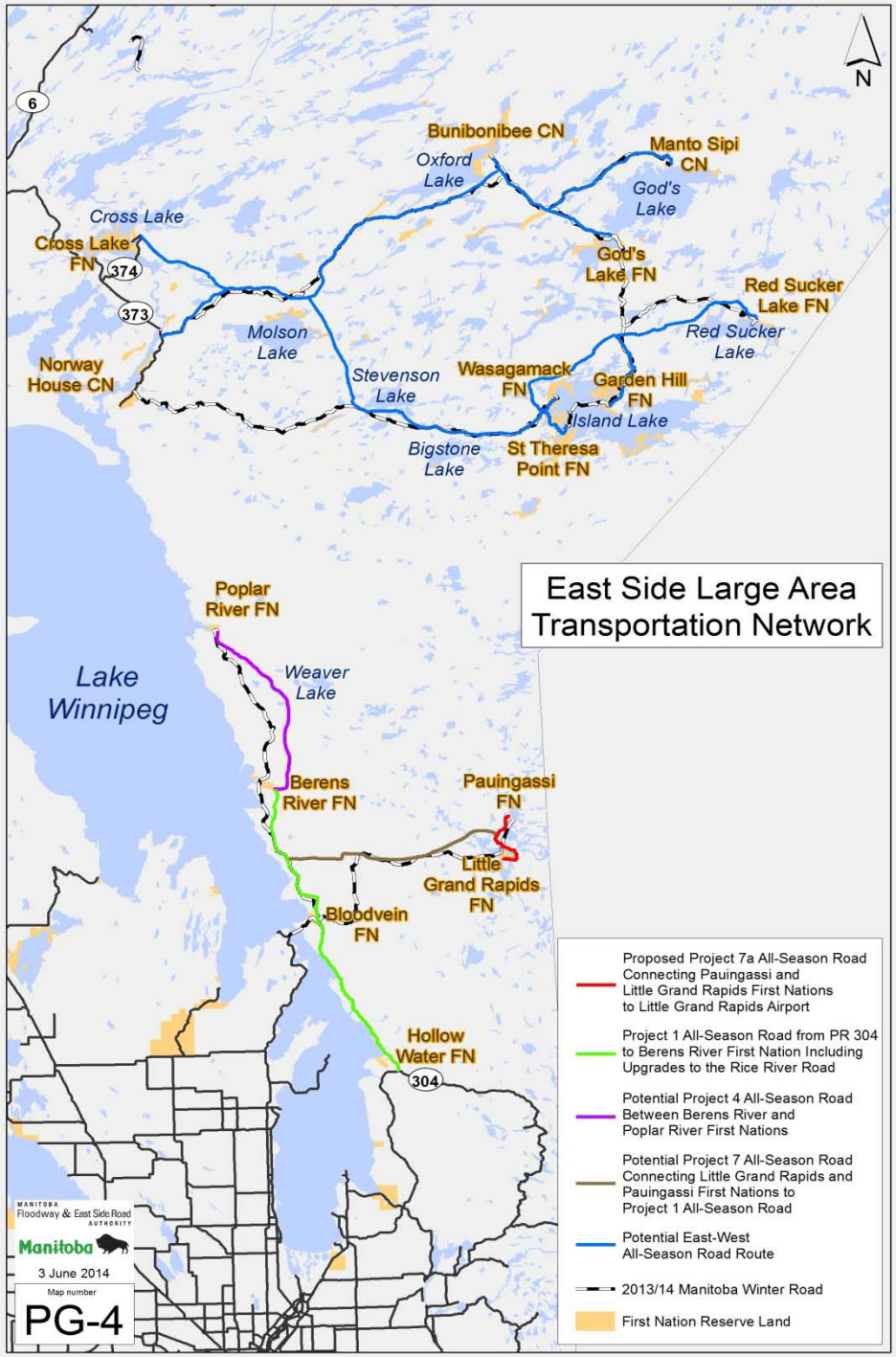
Presentation

June 17, 2014

MANITOBA East Side Road AUTHORITY

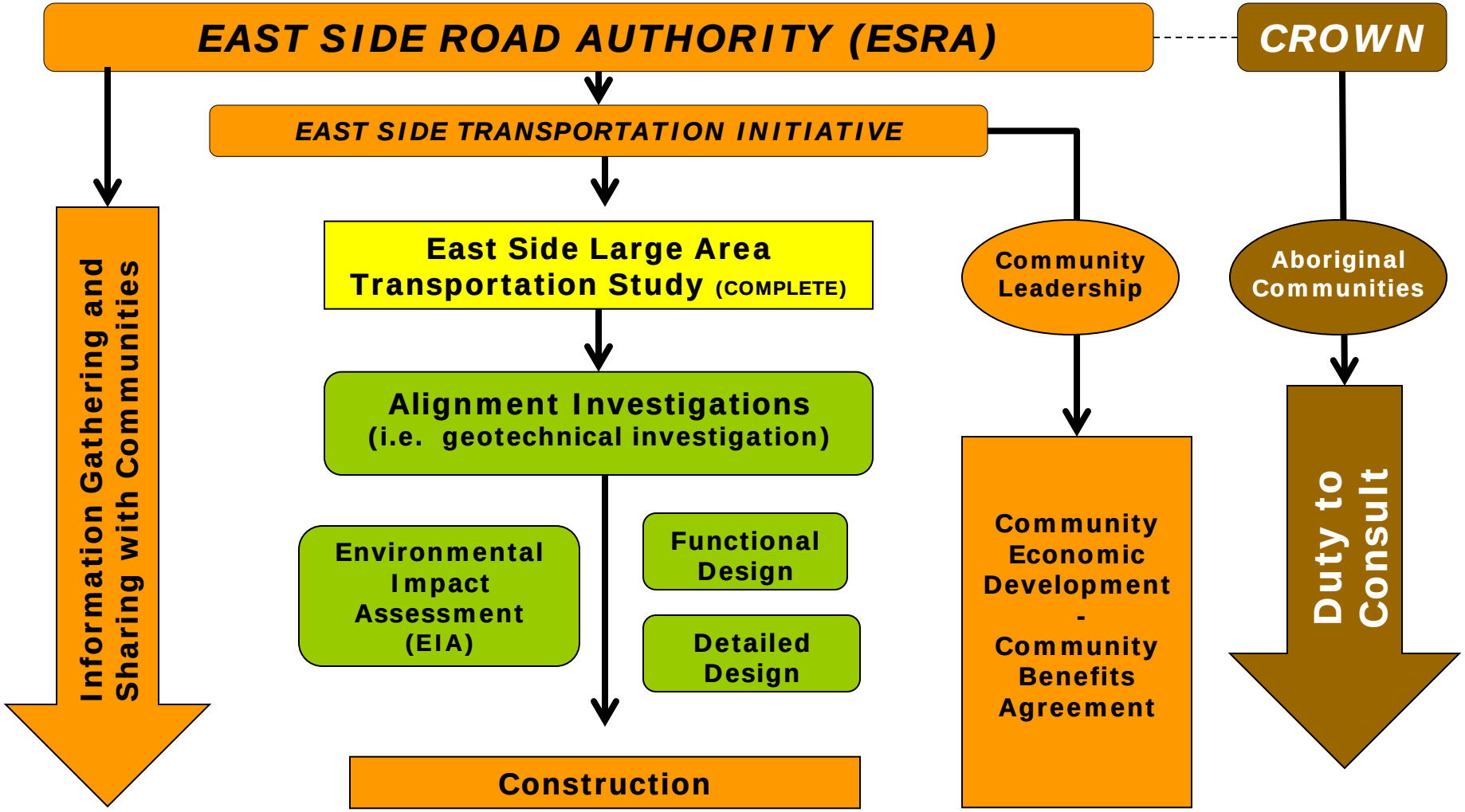
EAST SIDE TRANSPORTATION INITIATIVE

- 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 and economic opportunities
- Enhanced opportunities for local sustainable economic development



MANITOBA East Side Road AUTHORITY

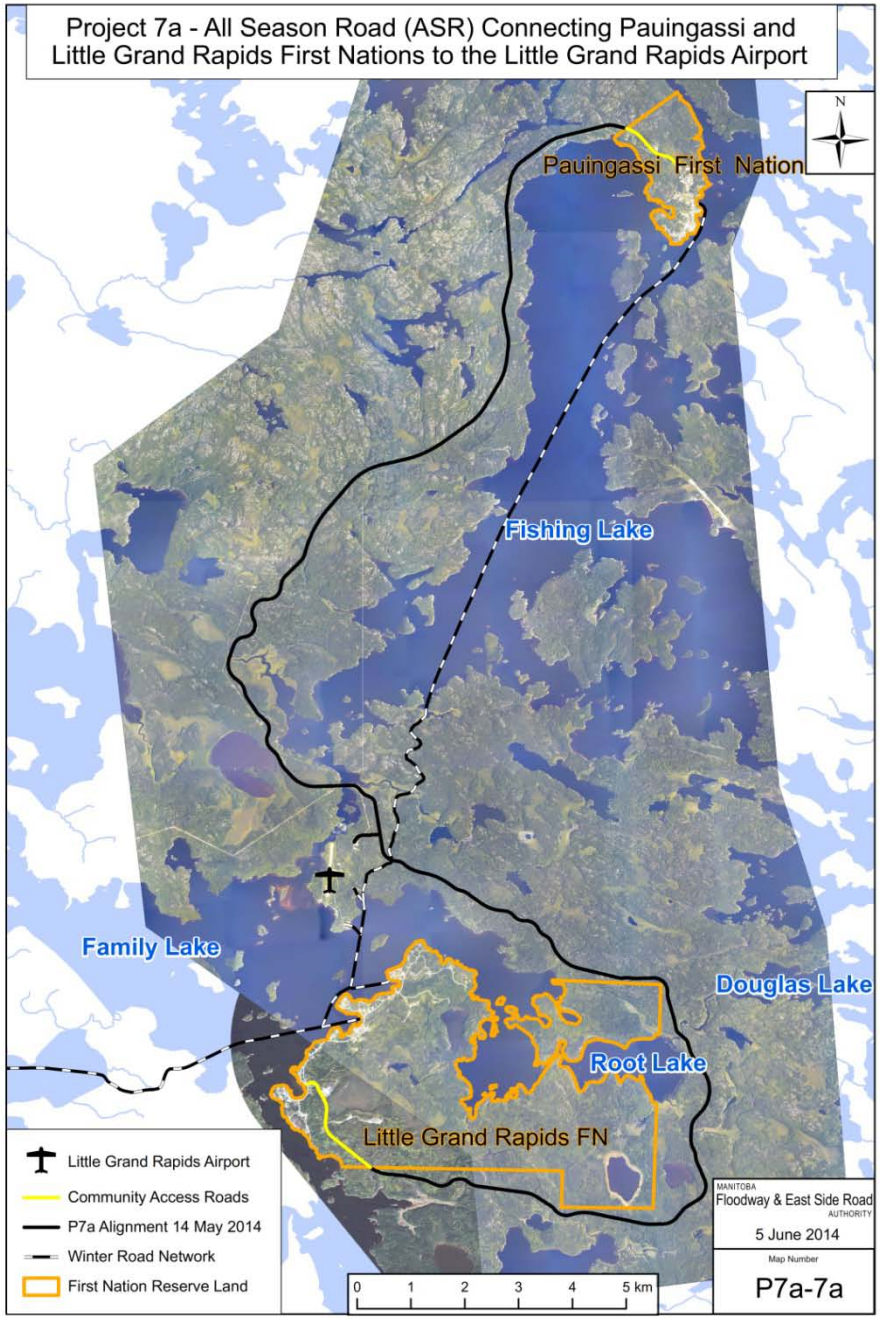
OVERALL EAST SIDE ROAD FRAMEWORK



MANITOBA East Side Road AUTHORITY

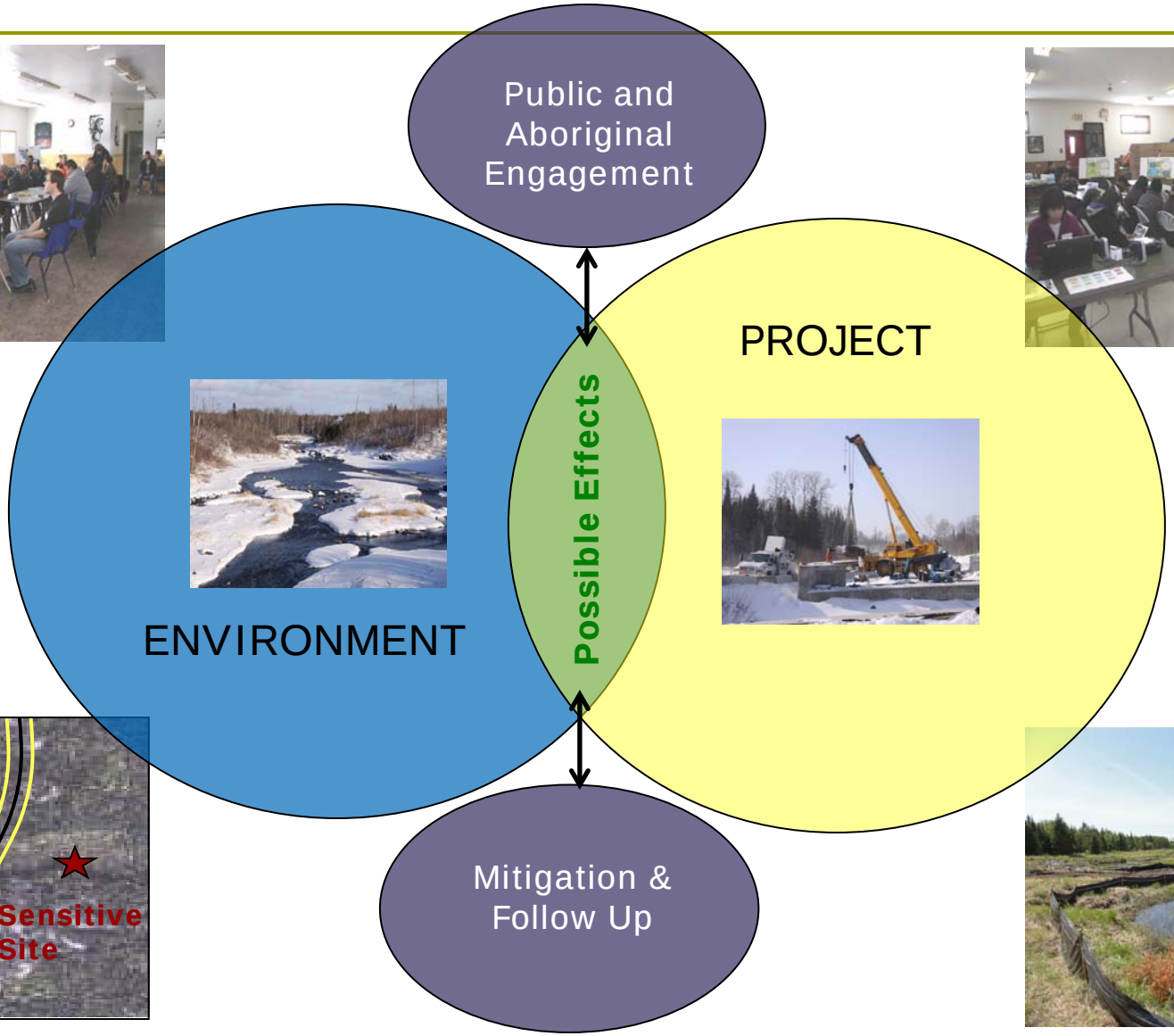
Overview of P7a Project Description

- 37 km of All Season Road will join Little Grand Rapids and Pauingassi First Nations providing year round access
- Two Major Water Crossings
  - Root Creek
  - Channel between Family and Fishing Lake
- On Reserve Community Access Roads
  - 2.1 km on Little Grand Rapids FN
  - 1.2 km on Pauingassi FN



MANITOBA East Side Road AUTHORITY

What is Environmental Assessment?



MANITOBA East Side Road AUTHORITY

Investigations Conducted for the Proposed P7a All Season Road Project

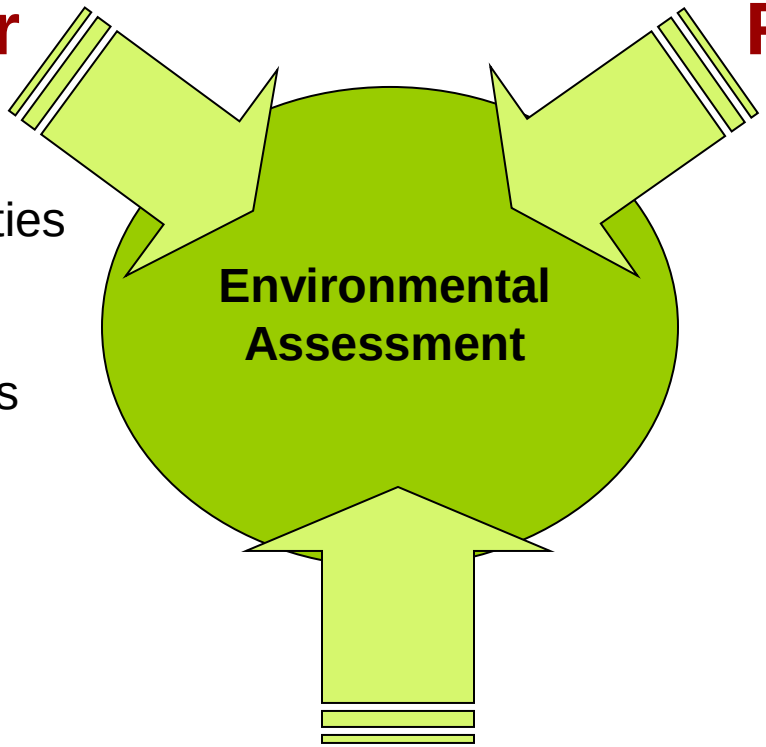
In support of Environmental Impact Assessment and Engineering Design

- Geotechnical conditions
- Traditional Knowledge (TK)
- Biophysical studies to augment TK
  - Vegetation surveys
  - Wildlife surveys
  - Archaeological studies
  - Fisheries and habitat

Engagement Framework

Stakeholder Input

Aboriginal Communities
Northern Affairs
Communities
Other Stakeholders
Public



Regulatory Input

CEA Agency
Fisheries & Oceans
Transport Canada
MCWS Licencing
Heritage

Technical Input

Geoscience
Terrestrial and Aquatic Biology
Archeology
Engineering Design

MANITOBA East Side Road AUTHORITY

Environmental Assessment (EA)

Ongoing Aboriginal, Stakeholder and Public Engagement

Project
- Route
- ROW
- Clearing
- Bridges
- Culverts
- Camps
- Staging

Environment
- Literature
- Site visits
- Studies
- Descriptions
- Analysis
- Conclusions

Focus
- Vegetation
- Soils
- Wildlife
- Fish
- Protected species
- Heritage Resources

Effects
- Changes due to project
- Adversity
- Mitigation
- Follow-up
- Significance

Environmental Assessment Report

Avoid Effects

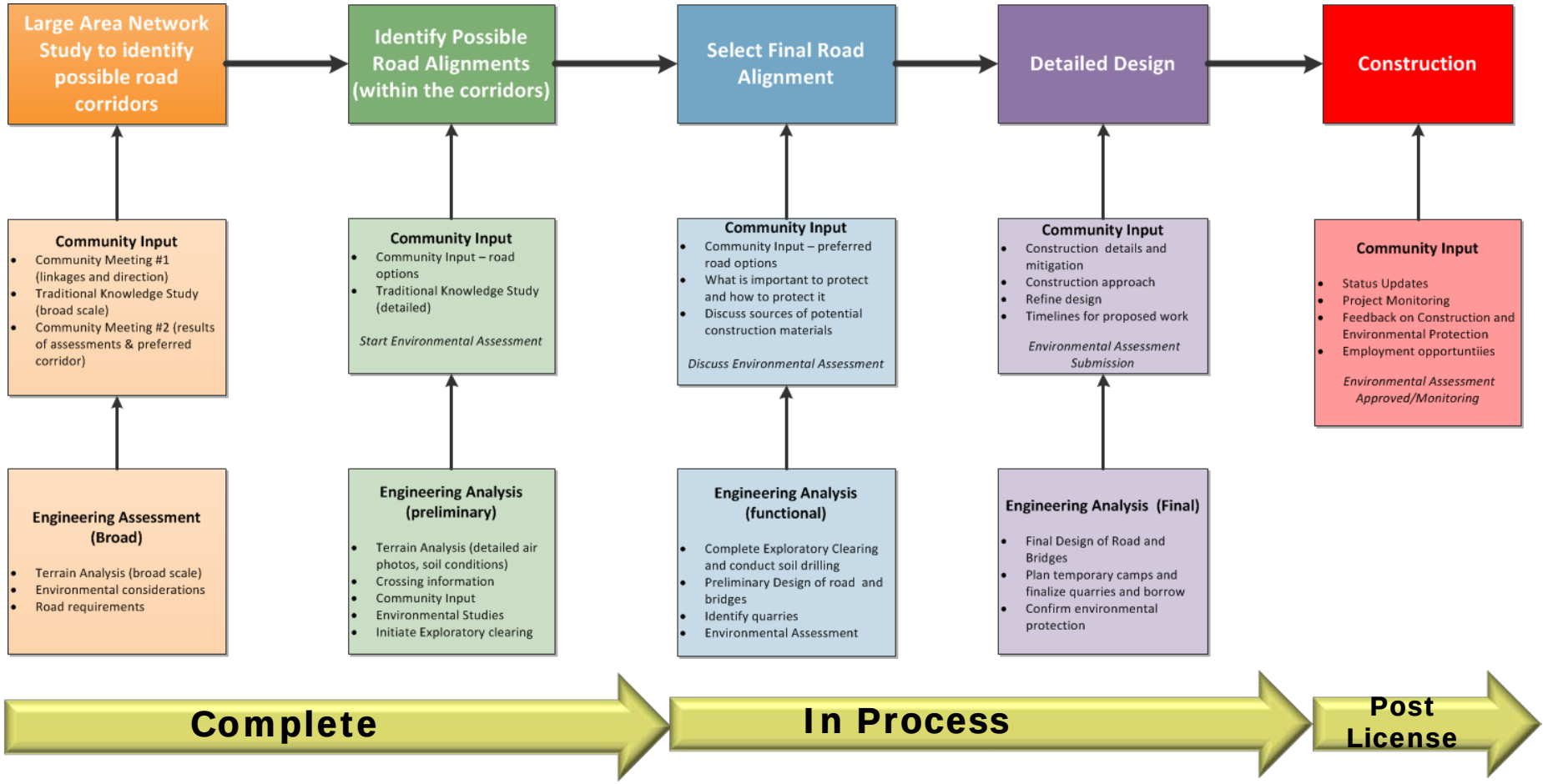
Minimize Effects

Offset Effects

Submission of Environmental Assessment to Regulatory Authorities

MANITOBA East Side Road AUTHORITY

Steps to Select, Design & Construct an All Season Road



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MANITOBA East Side Road AUTHORITY

Next Steps

1) Meet with local communities to share the feedback on the project and findings of the Environmental Impact Assessment

2) Prepare and submit the Environmental Assessment Report for approval by Manitoba Conservation and Water Stewardship

3) Prepare and submit project and environmental information for approval by Aboriginal Affairs and Northern Development Canada for the on-reserve community access roads

4) After regulatory approvals are received, proceed to construction including the employment opportunities and training for east side residents.

5) Construct the road adhering to licence requirements

MANITOBA East Side Road AUTHORITY

Contact Information

The East Side Road Authority

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Boards

(including photos of handwritten comments)

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LITTLE GRAND RAPIDS TO LITTLE GRAND RAPIDS AIRPORT TO PAUINGASSI FIRST NATION ALL SEASON ROAD PROJECT (P7A)

City of Winnipeg

Public Open House

June 17, 2014

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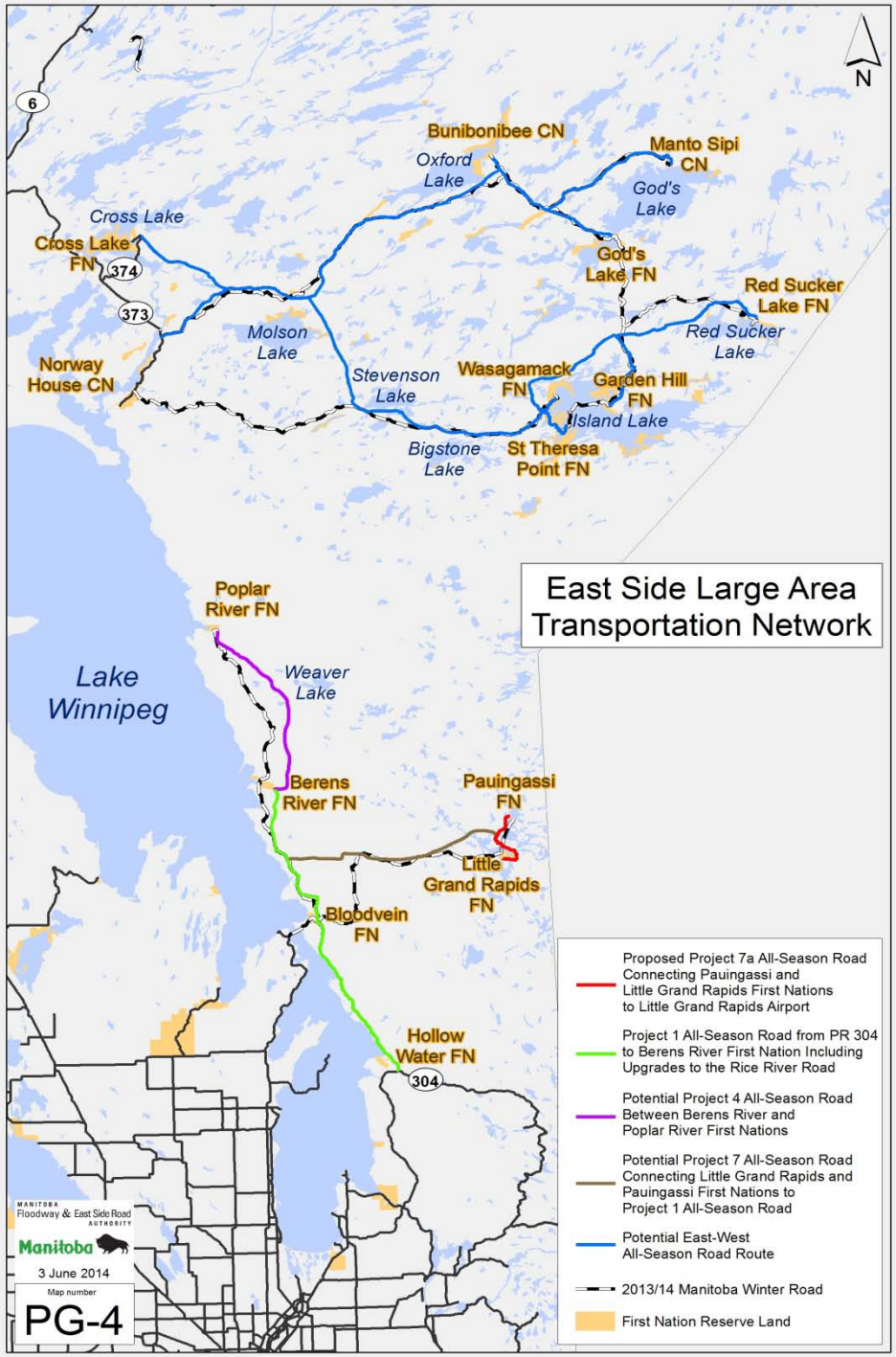
EAST SIDE TRANSPORTATION INITIATIVE

- 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 and economic opportunities
- Enhanced opportunities for local sustainable economic development



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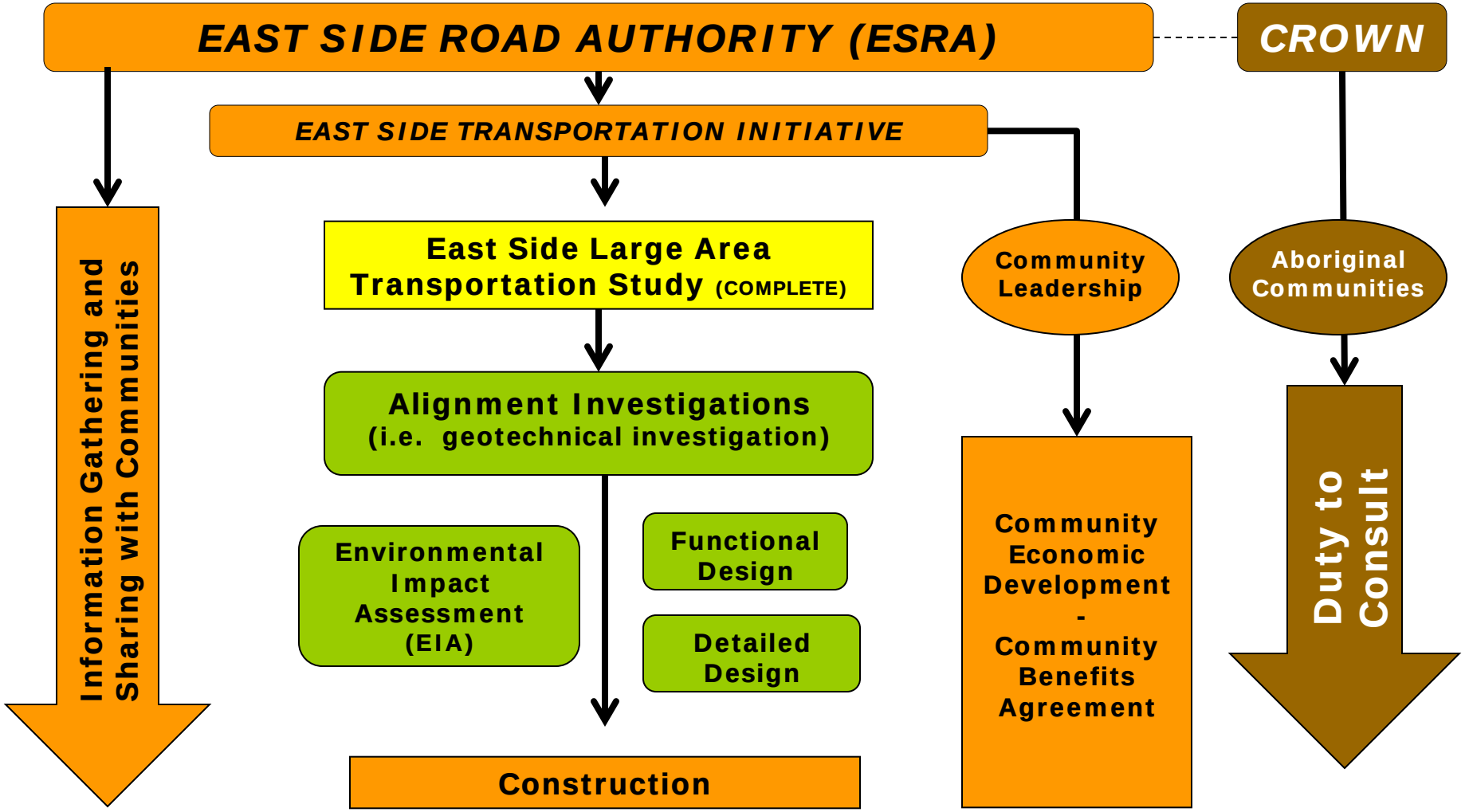
Overall East Side Road Framework



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ESRA ENGAGEMENT

WHO?

Aboriginal Leadership
First Nation Communities
Little Grand Rapids NAC
Other Aboriginal Groups
Trappers
Regulators,
Lodges and Outfitters,
General Public,
Other Stakeholders

HOW?

Meetings
Open Houses
Mailings
Media
ESRA Website

WHEN?

2009
East Side Large Area Transportation Network Study

→

2010
Finding of Preferred Route Network Alignments / TEK Studies

→

2012
Presentation and Confirmation of Alignment of the P7a Project

→

2013
Baseline Studies for the P7a Project and Traditional Knowledge Design Workshops

→

2014
Environmental Assessment of P7a Project

WHY?

Gather community and public input for project planning, design and inclusion in the Environmental Assessment

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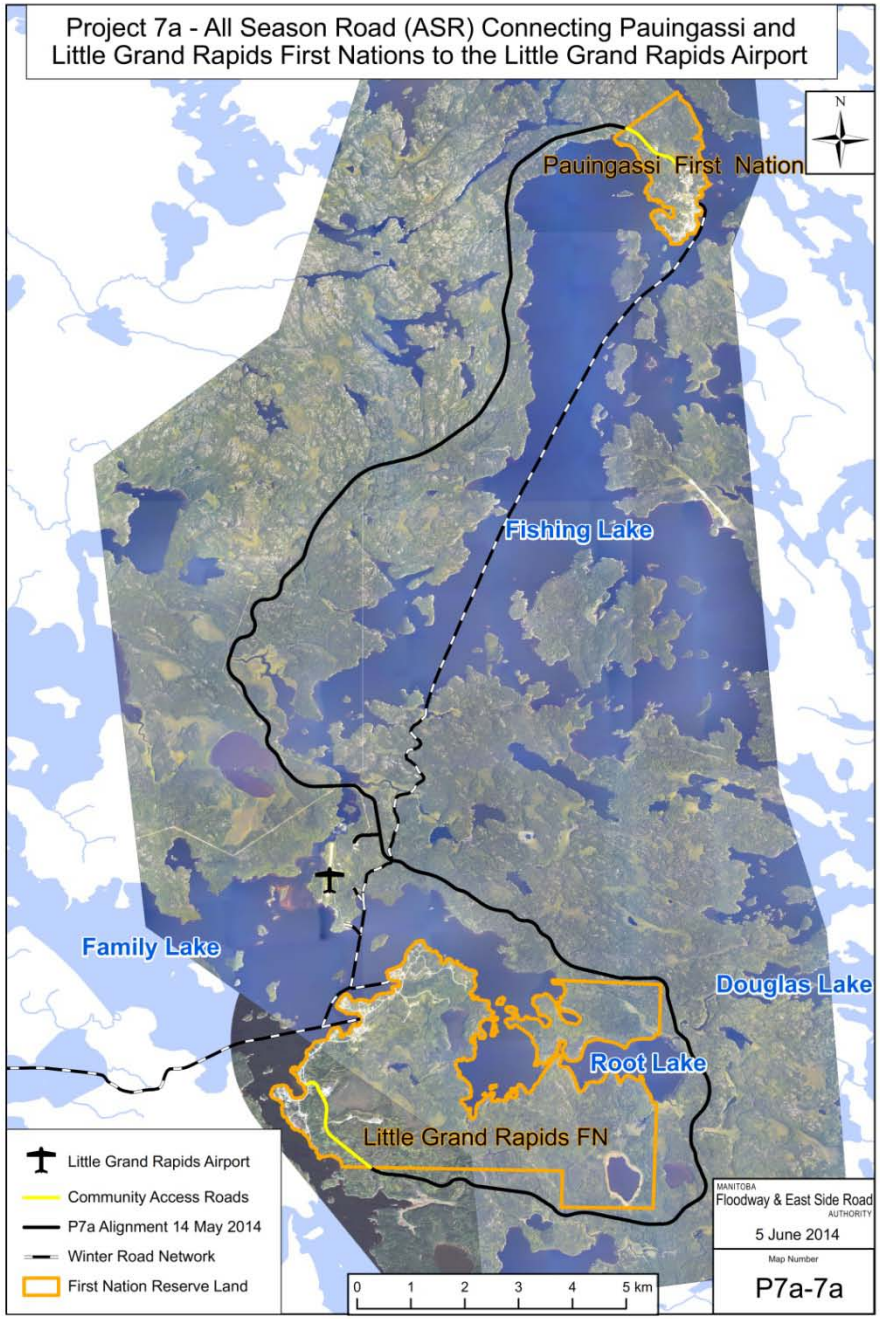
- 36.4 km of Pioneer Road joining Little Grand Rapids FN to the Airport and Pauingassi First Nation
  - Will provide year round access
  - Pioneer Road will be improved to All Season Road standards

- Two Major Water Crossings
  - Root Creek
  - Channel between Family and Fishing Lakes

*requires a *Manitoba Environment Act* license before construction can occur

- On Reserve Community Access Roads
  - 2.2 km on Little Grand Rapids FN
  - 1.2 km on Pauingassi FN

*requires approval under the *Canadian Environmental Assessment Act, 2012* through AANDC before construction can occur



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Investigations Conducted for the Proposed P7a Project

In support of Environmental Impact Assessment and Engineering Design

- Geotechnical conditions
- Traditional Knowledge (TK) to identify environmental conditions and sensitive areas and sites needing protection
- Biophysical studies to augment TK
  - Vegetation surveys
  - Wildlife surveys
  - Archaeological studies
  - Fish and fish habitat assessments

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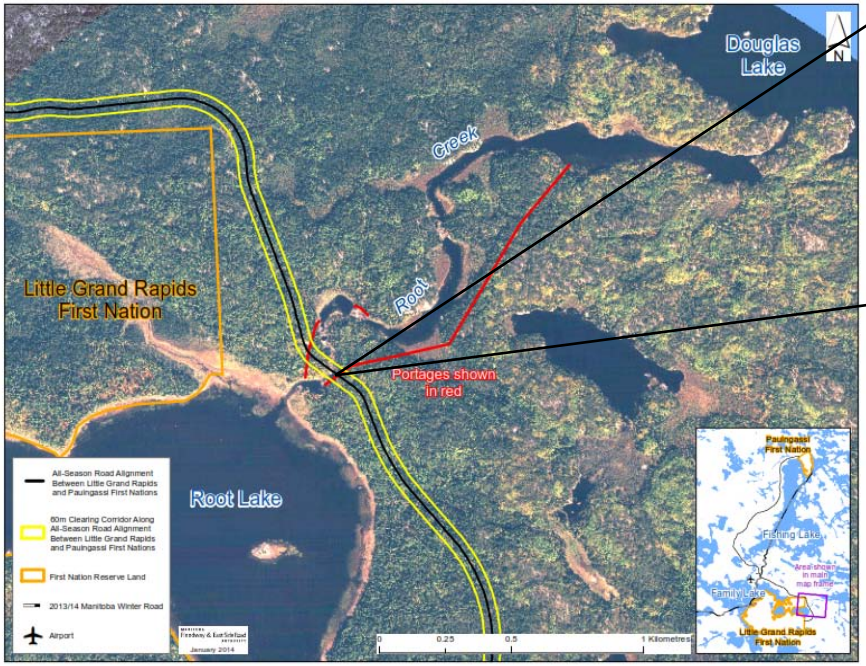
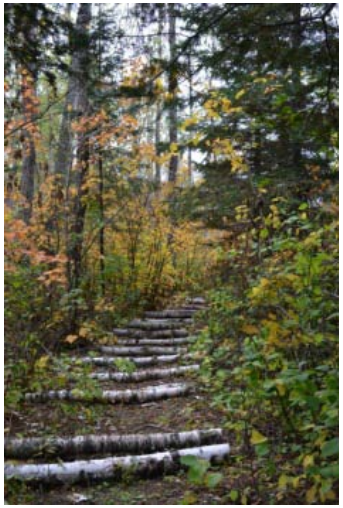
Water Crossing – Root Creek



View (looking east) of he crossing site



Log rollers at Root Creek

Acrow panel bridge installation - Mainland River near Wasagamack First Nation

In 25 years the bridge crossing may be similar to the bridge crossing at Wanipigow River (above)

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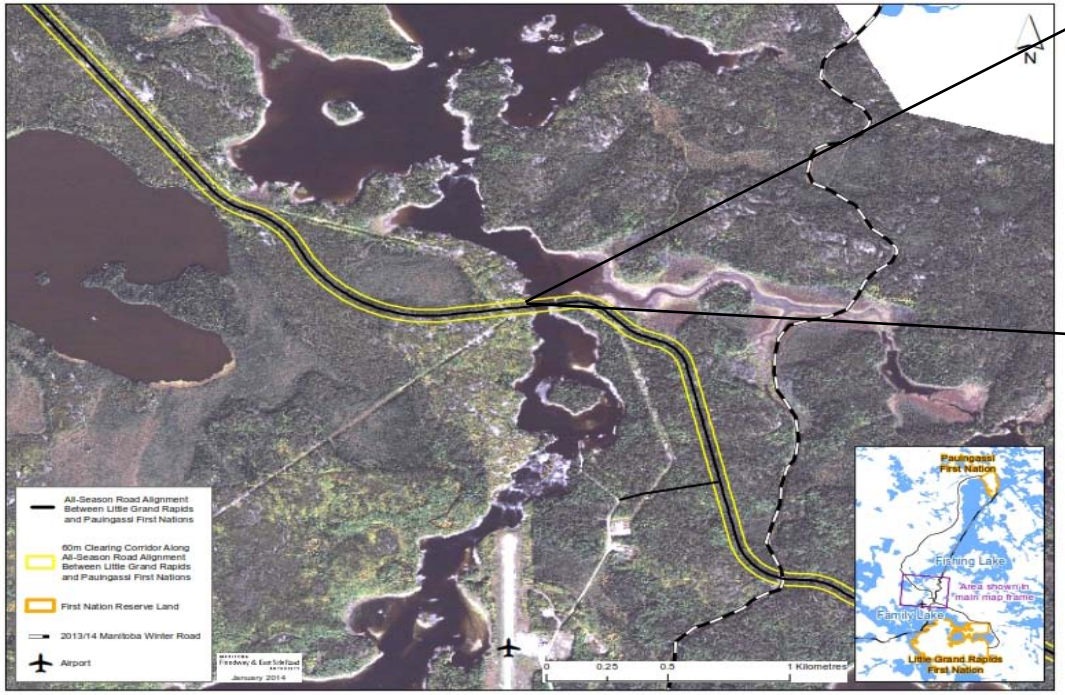
Water Crossing – Channel between Family and Fishing Lakes



View (looking west) of the crossing site

Acrow panel bridge installation - Red Sucker River

In 25 years the bridge crossing may be similar to the bridge crossing at Wanipigow River (above)
Note: Actual bridge built have a pier(s) located in-stream

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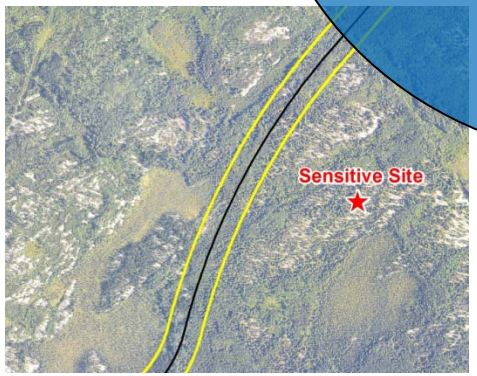
What is Environmental Assessment?

Public and Aboriginal Engagement

ENVIRONMENT

Possible Effects

PROJECT



Mitigation & Follow Up

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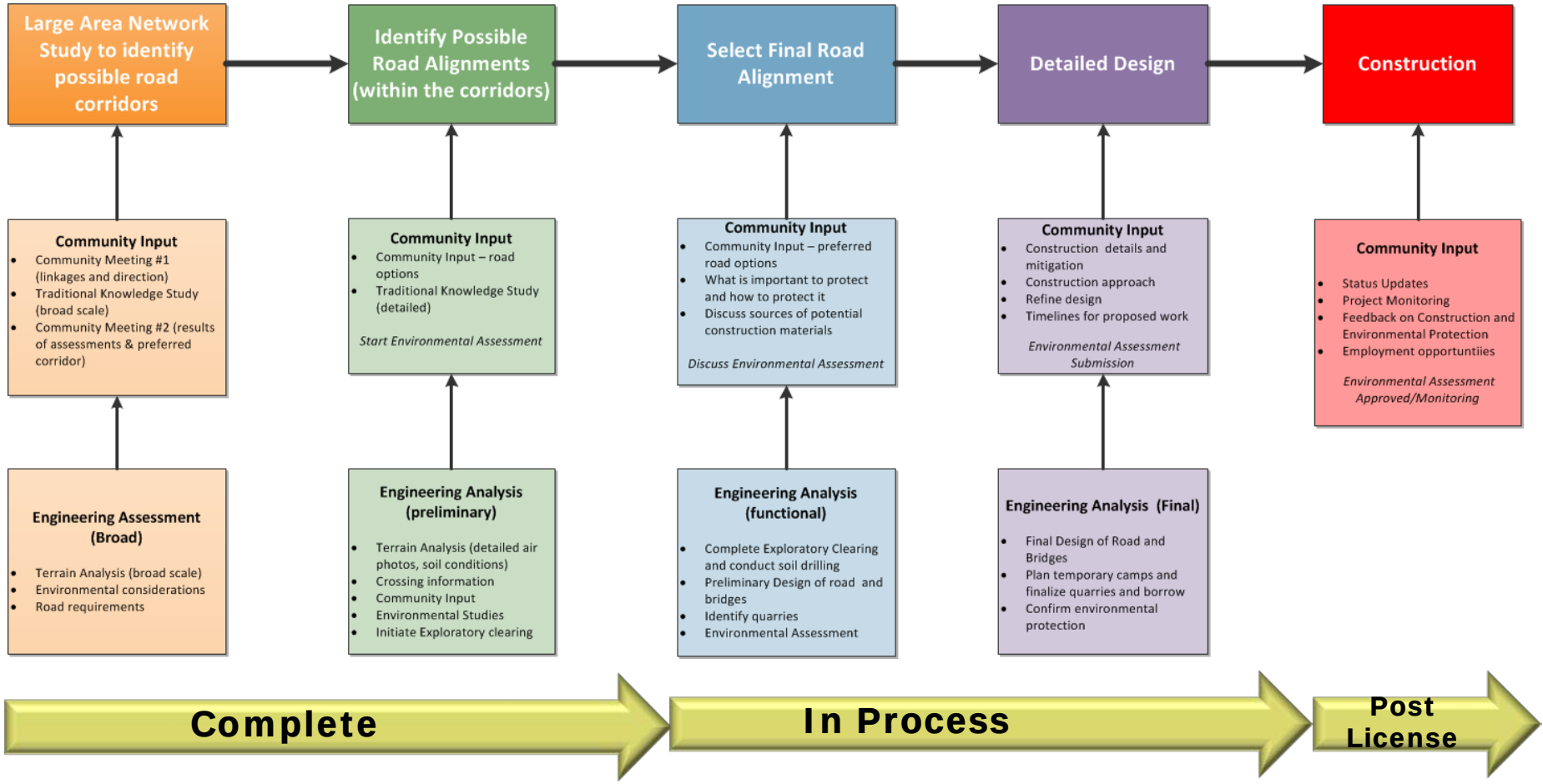
Steps to Select, Design & Construct an All Season Road



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Right of Way Clearing

60 meter wide clearing

Hydro Ax

Skidder

Timber Stockpile

Description

- Approximately 60 m wide clearing
- Tree roots removed
- Timber is available for community use

Purpose

- Right of Way cleared for road and ditch construction
- Provides clear line of site for drivers

Timing

- Occurs following the road design phase and after the environmental assessment

Methods

- combination of equipment and hand clearing
- debris disposal

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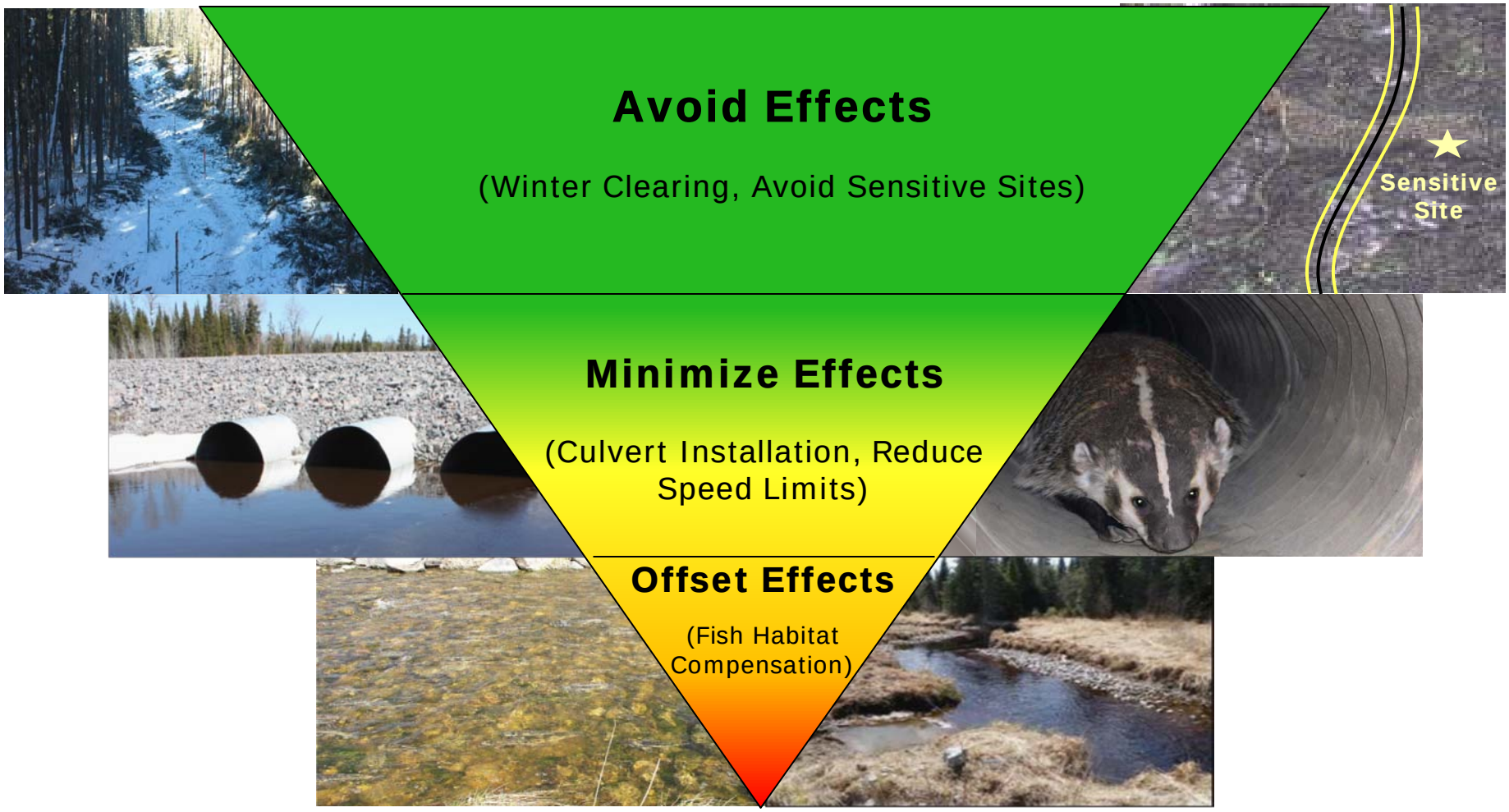
Mitigation

Mitigation means taking actions to:



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Possible Environmental Effects and Mitigation

Moose

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Encourage natural re-vegetation and planting with native species
Disturbance from construction activities	Restrict construction worker activity to project area
Accidental moose-vehicle collisions	Improved sightlines, reduced speed, signage
Increased access	Restrict hunting from road (i.e. 300m on either side of roadway)
	Block temporary access roads after construction

Caribou

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Encourage natural re-vegetation and planting with native species
Disturbance from blasting	Restrict construction worker activity to project area
Accidental caribou-vehicle collisions	Limit blasting in vicinity of calving sites during calving season
Increased access	Improved sightlines, reduced speed, signage
	Block temporary access roads after construction

Furbearers

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Limit clearing to fall and winter
Disturbance and displacement from construction	Encourage natural re-vegetation and planting with native species
Increased access	Minimize clearing and maintain treed buffers
Accidental vehicle collisions	Provide under road passage through equalization culverts
	Block temporary access roads after construction
	Improved sightlines, reduced speed, signage

Waterfowl

Possible Changes (effects)	Mitigation Ideas
Increased access	Restrict construction worker activity to project area
	Block temporary access roads after construction

Birds of Prey

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Minimize extent of clearing
Displacement and disturbance from noise	Maintain treed buffers along water's edge
Disturbance of existing nests	Minimize clearing in spring and summer
	Maintain buffers to active nests
	Protection of active nests during construction

Frogs, Turtles, Snakes

Possible Changes (effects)	Mitigation Ideas
Change in habitat	Minimize clearing and maintain treed buffers
Mortality due to vehicles	Establish erosion control near waterbodies
Damage from herbicides and accidental releases	Encourage re-vegetation and planting with native species
	Improved sightlines, reduced speed, signage
	Store fuel, waste and debris 100 meters from waterbodies
	Control type and application of herbicide

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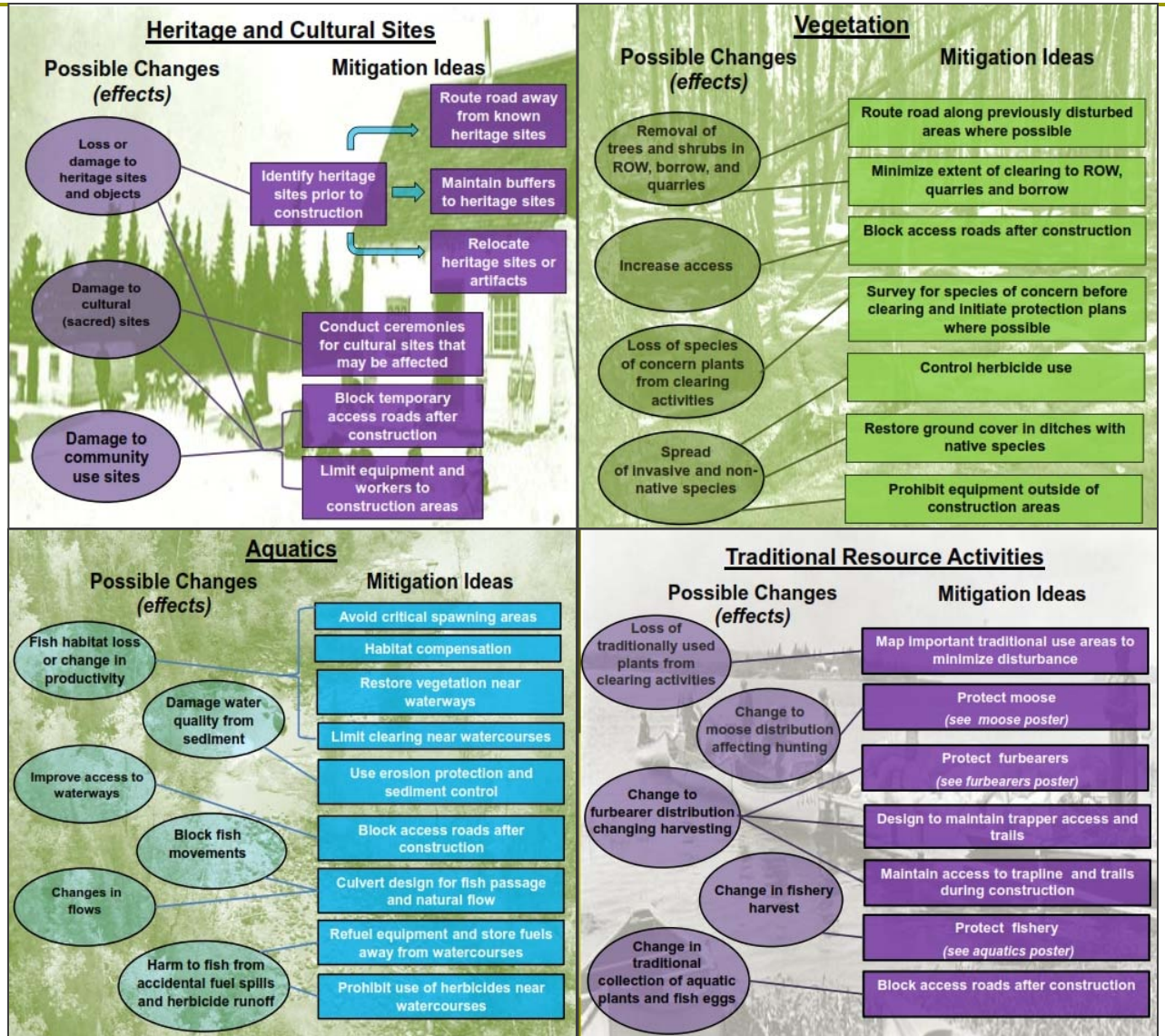
Possible Environmental Effects and Mitigation



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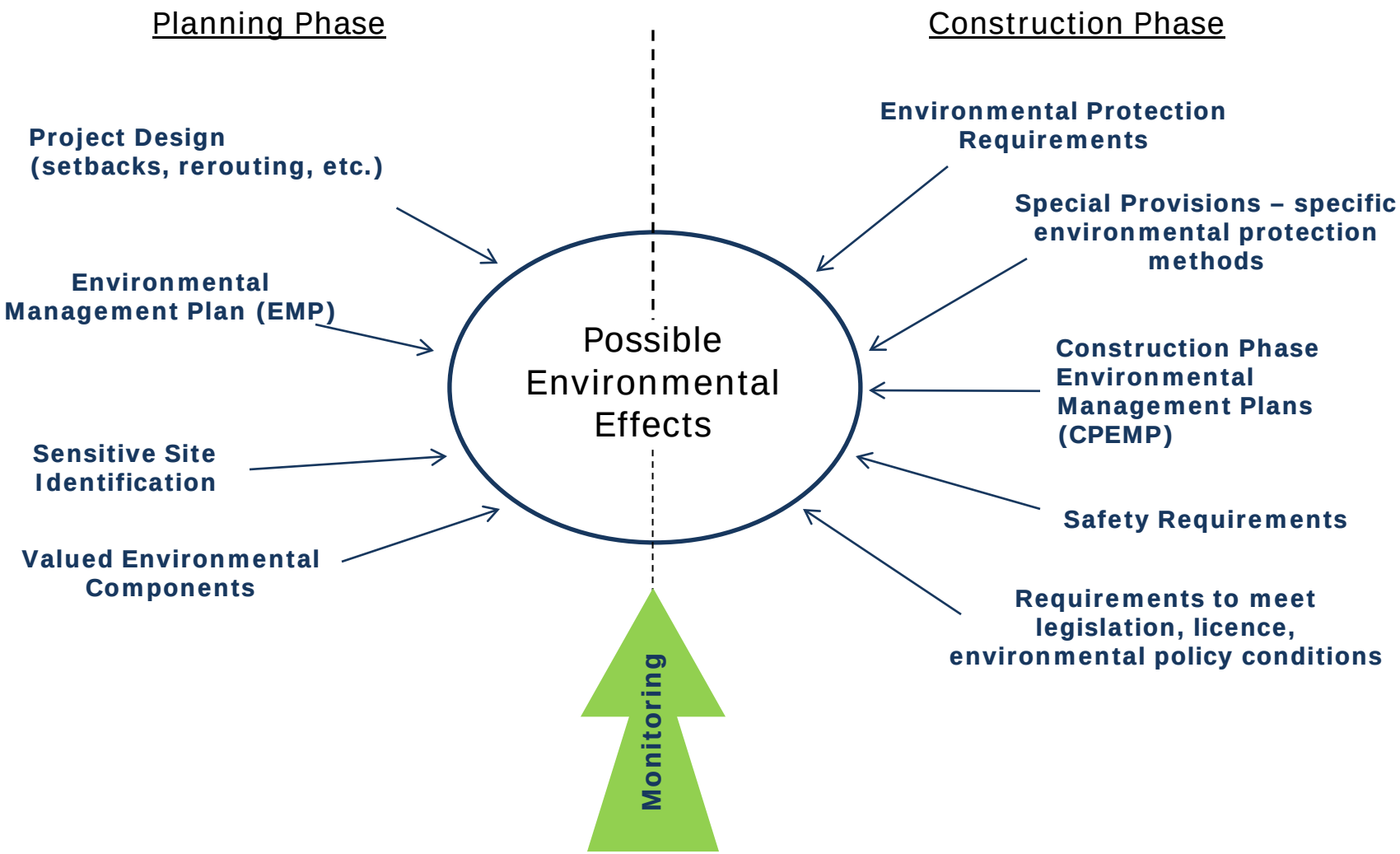
Other Comments / Questions?

Measures to Minimize Possible Environmental Effects



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Next Steps

1) Conduct engagement meetings to share information and receive feedback on the findings of the Environmental Impact Assessment

2) Submit the Environmental Assessment Report for approval by Manitoba Conservation and Water Stewardship

3) Submit project and environmental information for federal approval for the on-reserve community access roads

4) Once regulatory approval is received, proceed to construction phase including employment and training opportunities for east side residents.

5) Construct the road adhering to licence requirements