Appendix 4-8

Project Comments from First Nations Community Engagement and ESRA Responses

Table 4-8.1: Project Comments from First Nation Community Engagement and ESRA Responses

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation

Health & Socio-Economic	Road Location	The area along the North Etomami River identified by community members as sensitive habitat area of community interest (Appendix 4-4, Table 4-4.1)	Avoid area	• A number of road alignment adjustments were made to accommodate request. Route alignment confirmed with Chief and Council. Area avoided in the final proposed all-season road alignment. (Chapter 5, Table 5.1)
				• Select right-of-way for constructability to minimize the need to extend beyond the project footprint
				• Select right-of-way that avoids wildlife core use areas where possible at the design stage during route and quarry and borrow site selection where possible
				
				Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *GR130.17 Clearing and Grubbing GR130.19 Wildlife EPP 1 Clearing and Grubbing,*
				• Identify high quality habitat during baseline study/pre-construction survey and plot on sensitive areas maps
				• Minimizes extent of clearing at quarry and borrow areas, and staging areas and construction camps
				• Identify and flag construction exclusion areas around known or potential sensitive habitat where possible
				• Identify construction exclusion zones on right-of-way mapping for construction contractors
				• Restrict/minimize clearing activities near known or potentially sensitive areas where possible
				• Reclaim disturbed areas and encourage natural re-vegetation augmented by native plants and seeds
					For the most part participants were satisfied with the road location, except for km 85 where several felt the road was too close to the Poplar River (approx. 1.6 km)
					
					(Poplar River Comments from TK study Memo sent August 2015)
						Setback road from Poplar River (protect fisheries, riparian hunting areas. And sensitive cultural sites, Suggestion of ~3km.
						(Poplar River Comments from TK study Memo sent August 2015)
							• For mitigation measures related to protection of surface water, see Tables 7.7 and 7.8
							• For mitigation measures related to protection of fish habitat, protected species and aquatic species at risk see Table 8.7 of EIS (p.8-32)
							• Temporary crossings to be located within the 60 m cleared right-of-way to avoid riparian effects where possible
							• A number of road alignment adjustments were made to accommodate Poplar River First Nation's requests.
							  • Original alignment was closer to the lake on unfavorable soils with little building materials which would have resulted in large disturbance footprint.
							  • Route moved closer to current location. Based on considerations of community input, setbacks from sensitive features, engineering factors, and adherence to environmental requirements. The setback from Poplar River for the first 15km is over 3km from the river. Next 20km segment is ~2.2 km with one exception where the road is situated between Many Bays Lake and Poplar River near station 84+000. The road is set in the middle between the two water bodies a approximately 1.6 km setback from river and Many Bays Lake. The remainder of the road is over ~3km from the river.

	Safety & Health	Question - potential effects of blasting on safe consumption of wildlife (Appendix 4-6; Table 4-6.1)		Construction Specifications and Environmental Protection Procedures (GR130's, GR 140s and EPPs) i.e) *GR130.15.10 Blasting Near Watercourse EPP 12 Blasting Near a Watercourse, GR140.32 Blasting, GR 140.33 Magazine Licence and Explosive Storage* • Manage blasting chemicals. Storage of explosives and clean-up of blast sites in accordance with legislation and construction specifications • Ammonium nitrate-fuel oil mixtures are not to be used in or near watercourses	Potential for unwanted access to the river - safety concern for people from the south. Recommended that no access roads be built from the road to Poplar River unless necessary for the road construction. The rivers are taking longer to freeze than in the past (Appendix 4-4, Table 4-4.2) (Poplar River Comments from TK study Memo sent August 2015)	Mitigation measures suggested include avoiding the construction of boat launches and decommissioning temporary access routes required for construction. (Poplar River Comments from TK study Memo sent August 2015)	• See Tables 10-15 (p.10-64) and 10-16 (p.10-67) of the EIS document. • No planned construction boat launches at crossing sites • Temporary access trails towards the River will not be permitted without input from Poplar River FN. Construction Specifications and Environmental Protection Procedures (GR130's, and EPPs) *GR130.17 Clearing and Grubbing, EPP 1 Clearing and Grubbing, GR130.9 Designated Areas and Access* • The public is not permitted access to construction areas. • Block and re-vegetate temporary access roads immediately after construction • Use existing access routes, trails, or cut lines to the extent feasible and access routes and trails will be kept as short and narrow as feasible. • Decommissioning temporary access routes required for construction.

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
	Tourism	Potential increase of tourism and non-community individuals in the area due to access provided by the all-season road. (Appendix 4-5, Table 4-5.1)	There is the potential for positive economic benefits for members associated with an increase in tourism to the area (Appendix 4-5, Table 4-5.1)	• VCs listed in Table 10-8 (p.10-50) and Table 10-9 (p.10-51) of EIS. • The potential adverse effects to tourism during the Project construction and operations phases are not anticipated to be significant. • Minimize disturbance footprint by locating road where building materials are available. • Road construction contracts to provide economic development opportunities, job skills, and local employment from community benefit contracts and requirements for contractors to procure supplies and hire from local communities for road construction contracts			
	Economy	There should be more people brush clearing and burning instead of machines working (Appendix 4-5, Table 4-5.1) Jobs should be more equally distributed among the communities (Appendix 4-5, Table 4-5.1)	No mitigation proposed	• Community Benefit Agreements (CBAs) are agreements between the ESRA and the community provide contracts for clearing and gravel production which provide for local procurement, employment and training opportunities related to the all-season road.(Chapter 4.4.1.1)			
Physical & Cultural Heritage	Cultural / Important Sites	Sites identified by community.	Avoid Sites	• Heritage Resources Study conducted to facilitate route verification and confirm heritage resources will not be disturbed by project • Traditional Knowledge studies and heritage resource baseline studies undertaken (see Chapter 6, Table 6.1). • Road alignment has considered available information on important cultural and heritage sites identified through traditional knowledge and heritage resource baseline studies and identified and avoided sites. • Access to important sites maintained through proposed road design including preserving navigation routes and trails. Construction exclusion areas will be flagged around discovered / previously unknown cultural, heritage and archaeological sites when encountered during construction activities. • Road alignment has considered available information on important cultural and heritage sites identified through traditional knowledge and heritage resource baseline studies and identified and avoided sites. • Access to important sites maintained through proposed road design including preserving navigation routes and trails. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *GR130.18*	Potential for the road alignment being too close to important sites; however, most believe that the road alignment is far enough away from known sites. (Poplar River Comments from TK study Memo sent August 2015) A blessing should take place before the start if the construction season (Appendix 4-4, Table 4-4.2)	Traditional ceremonies to take place prior to the initiation of construction activities. (Poplar River Comments from TK study Memo sent August 2015) Provide transportation for Elders to the sites to hold ceremonies (Poplar River Comments from TK study Memo sent August 2015)	See section 10.2.3 (p.10-47) of EIS • Heritage Resources Study conducted to facilitate route verification and confirm heritage resources will not be disturbed by project • Select right-of-way for constructability to minimize the need to extend beyond the project footprint • Alignment of All-Season Road is designed to avoid known cultural, heritage, and archaeological sites. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *GR130.18 Heritage Resources EPP 13 Heritage Resources, GR130.9 Designated Areas and Access* • Restrict/minimize clearing activities near known or potentially sensitive areas where possible • Minimizes extent of clearing at quarry and borrow areas, and staging areas and construction. Conduct ceremonies for heritage sites that are adversely affected by construction activities as requested by communities • Contract specifications provides instructions to contractors on procedures to follow if archaeological sites or objects are exposed during construction • Monitor for heritage resource during early construction activities and prohibit access to site by the public • Conduct further heritage resource inspections after clearing has

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
				Heritage Resources EPP 13 Heritage Resources • Traditional Knowledge studies and heritage resource baseline studies undertaken (see Table 6.1). • Align P4 All-Season Road to avoid known historic sites and objects. • Contact drawings include areas of non-disturbance. Setback of 30-50 m from construction exclusion areas around known archaeological sites along road right-of-way (increase exclusion zones to 75-100 m when requested by communities). • Known heritage or cultural resources will be inspected prior to the start of construction • Identify construction exclusion zones on right-of-way mapping for construction contractors • Relocate any heritage resources that would be destroyed by construction activities • Conduct ceremonies for heritage sites that are adversely affected by construction activities as requested by communities • Provide instructions to contractors on procedures to follow if archaeological sites or objects are exposed during construction • Monitor for heritage resource during early construction activities • Conduct further heritage resource inspections after clearing has been completed • Discuss results of heritage resource investigations with elders • Clearing of areas outside of project footprint for temporary activities require approval of Contract Administrator to avoid sensitive sites and receptors from being adversely affected.			been completed • Contact drawings include areas of non-disturbance. Setback of 30-50 m from construction exclusion areas around known archaeological sites along road right-of-way (increase exclusion zones to 75-100 m where appropriate or requested by communities). • Construction exclusion areas will be flagged around discovered / previously unknown cultural, heritage and archaeological sites when encountered during construction activities. Access to important sites maintained through proposed road design including preserving navigation routes and trails. • Chief and Council will be notified of upcoming contracts prior to their start so that they can coordinate ceremonies if desired. • Construction Tender documents will include provisions for transportation and ceremonies by elders. • Clearing of areas outside of project footprint for temporary activities require approval of Contract Administrator to avoid sensitive sites and receptors from being adversely affected.

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
Biophysical Environment	Water Quality	Potential effects of blasting residue on water. (Appendix 4-6; Table 4-6.1)	Request for community to have access to environmental monitoring reports for work around rivers.	• Monitoring plans and summaries to be provided to communities. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's. GR 140's and EPPs) i.e.) *GR130.15 Working Within or Near Water EPP 6 Working Within or Near Fish Bearing Waters EPP 6 Working Within or Near Fish Bearing Waters EPP 12 Blasting Near A Watercourse,* • While little blasting occurs near water except at crossings. DFO guidelines are followed. Blasting mitigation (e.g., charge size) will be implemented to minimize potential effects (Appendix 4-6, Table 4-6.1) • Quarry sites selection to avoid acid generating rock sources (Chapter 7, Section 7-23 and 7-24). • Undetonated explosive materials to be removed from blast rock prior to placement in or near watercourses • Ammonium nitrate-fuel oil mixtures are not to be used in or near watercourses • Avoid blasting in or on shorelines of watercourses • Explosive materials to be stored a minimum of 100 m from the high water mark	Potential effect of runoff from the road polluting the Poplar River (Poplar River Comments from TK study Memo sent August 2015)	Protect water quality through proper equipment maintenance and fuel storage; (Appendix 4-5, Table 4-5.2) Prohibit the use of herbicides near watercourses; (Appendix 4-5, Table 4-5.2)	• See Table 7-8 (p.7-14) of the EIS document. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *GR130.17 Clearing and Grubbing, EPP 1 Clearing and Grubbing, GR130.15 Working Within or Near Water EPP 6 Working Within or Near Fish Bearing Waters G 130.16 Erosion and Sediment Control* • Construction activities will not occur within 100 m of a watercourse with the exception of construction of watercourse crossings. • Where a 100 m distance is not possible, a buffer zone of undisturbed vegetation between the construction activities and the watercourse will be established. The buffer zone width will be established according to the following formula: Width = 10 m + (1.5 X slope gradient) or 30 m whichever is greater. • Riparian vegetation clearing within the right-of-way will be limited to the removal of trees and tall shrubs (to maintain line of sight safety requirements) with no removal of low growing vegetation. • Clearing within 30 m of a watercourse will be completed by hand. • Clearing near watercourses will be temporarily suspended during very wet or muddy conditions. • Vegetation will be retained as long as possible to minimize the exposure time of disturbed/bare soils to potential erosion. • Clearing limits will be clearly marked prior to riparian vegetation removal to avoid unnecessary damage to or removal of vegetation. • Slash or debris piles will be stabilized and stored above the high water mark until disposal. • Overburden will be adequately stabilized and stored above the high water mark. • In-stream work will be conducted during winter months or low flow conditions and in isolation of flowing water (e.g., with the use of cofferdams, channel diversions, silt curtains) to mitigate downstream sediment transfer. • Silt curtains will be installed downstream of in-water work, if appropriate. • Appropriate erosion and sediment control (ESC) measures will be in place prior to the commencement of clearing and construction. • ESC measures will be regularly inspected and maintained to confirm effectiveness throughout construction. • Disturbed areas will be stabilized through revegetation with native plant species or other appropriate means (e.g., erosion control blankets) following completion of the works. • ESC measures will remain in place until disturbed areas are stabilized and revegetated.

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
	Water Quality				Water plants may not return if water flows in creeks and muskeg areas are changed		• Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *Working Within or Near Water EPP 6 Working Within or Near Fish Bearing Waters G 130.16 Erosion and Sediment Control, EPP 7 Stream Crossings EPP Culvert Maintenance and Replacement,* • Appropriately designed watercourse crossing structures and appropriately designed, number and placement of equalization culverts will be installed to preserve existing surface water drainage patterns to the extent feasible (Project Description Chapter 3). • Maintaining existing water flow patterns, levels and wetland hydrologic regimes. Existing conditions maintained through road bed design that provides for water flow through road base and equalization culverts. (Project Description Chapter 3, Appendix 4-5, Table 4-5.1) • Potential for culvert blockage will be mitigated by installation of beaver cones and routine operations and maintenance activities of clearing vegetation, branches, mud, ice, snow, and other debris from culvert inlets to maintain hydraulic capacity.

	Fish & Fish Habitat	Fish should still be able to travel upstream, and fish runs should not be restricted. (Appendix 4-4, Table 4-4.1)
		The protection of fish spawning areas is important. (Appendix 4-4, Table 4-4.1)
		Potential effects from increased harvest pressure and effects on fish populations; and (section 10.1.6.2 of EIS)
		Having design criteria for culverts at watercourse crossings is important; (Appendix 4-5, Table 4-5.1)
			Suggest mitigation measures to address potential changes to habitat and disturbance from construction activities (Appendix 4-6, Table 4-6.1).
			
			For stream crossings, implementing erosion and sediment control measures at culverts were important and strongly supported (Appendix 4-6, Table 4-6.1)
				• See Tables 8.7 (p.8-32) and 8.8 (p.8-33) and section 8.2.4.1.1 of EIS
				  • The amount of area to be permanently altered/destroyed has been minimized to the extent possible as part of the watercourse crossing designs.
				• Design culvert crossings to maintain existing flow regimes with no changes to flows or flow patterns.
				• Design culverts to meet fish passage criteria and requirements.
				• Potential for culvert blockage will be mitigated by routine operations and maintenance activities of clearing vegetation, branches, mud, ice, snow, and other debris from culvert inlets to maintain hydraulic capacity.
				  • Install "beaver cones" or similar measures, where ongoing beaver activity occurs post-construction.
				  • Crossing sites to avoid spawning areas
				
				Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *Working Within or Near Water EPP 6 Working Within or Near Fish Bearing Waters G 130.16 Erosion and Sediment Control, EPP 7 Stream Crossings GR 130.16 Erosion and Sediment Control GR 130.9 Material Handling, Storage and Disposal, GR 130.10 Spills and Remediation and Emergency Response GR130.17 Clearing and Grubbing EPP 7 Stream Crossings, EPP 9 Fish Passage, EPP 10 Fish Salvage*
					Potential effects from culverts based on past experiences that fish may not spawn in waterways with culverts. (Poplar River Comments from TK study Memo sent August 2015)
					
					Recommended that small bridges be used at creek crossings, not culverts. Beavers will block culverts and cause flooding; high water in spring will flood over culverts. (Poplar River Comments from TK study Memo sent August 2015)
					
					Potential for pollution from the runoff from the road into Poplar River and the effect on fish populations (Poplar River Comments from TK study Memo sent August 2015)
					
					The rivers are taking longer to freeze than in the past (Appendix 4-4, Table 4-4.2)
						Consider building more bridges rather than culverts; (Appendix 4-5, Table 4-5.2)
						Design culverts for passage and natural flow; (Appendix 4-5, Table 4-5.2; Appendix 4-6, Table 4-6.2))
						Protect water quality through proper equipment maintenance and fuel storage; (Appendix 4-5, Table 4-5.2)
						Prohibit the use of herbicides near watercourses; (Appendix 4-5, Table 4-5.2)
							• See Tables 8.7 (p.8-32) and 8.8 (p.8-33) and section 8.2.4.1.1 of EIS
							• Culvert crossing designed for fish passage and 100 year flood events (Appendix 4-5, Table 4-5,4).
							• Design culvert crossings to maintain existing flow regimes (Appendix 4-6, Table 4-6.2)
							• Design culverts to meet fish passage criteria and requirements. (Appendix 4-6, Table 4-6.2)
							• Potential for culvert blockage will be mitigated by routine operations and maintenance activities of clearing vegetation, branches, mud, ice, snow, and other debris from culvert inlets to maintain hydraulic capacity.
							• Install "beaver cones" or similar measures, where ongoing beaver activity occurs post-construction.
							• Appropriately designed watercourse crossing structures and appropriately designed, number and placement of equalization culverts will be installed to preserve existing surface water drainage patterns to the extent feasible (Appendix 4-6, Table 4-6.2).
							• Where possible, roads will be located a minimum of 100 m from water bodies except when crossing a watercourse.
							
							Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *Working Within or Near Water EPP 6 Working Within or Near Fish Bearing Waters G 130.16 Erosion and Sediment Control, EPP 7 Stream Crossings GR 130.16 Erosion and Sediment Control GR 130.9 Material Handling, Storage and Disposal, GR 130.10 Spills and Remediation and Emergency Response EPP 6 Working Within or Near Fish Bearing*

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
				• Instream construction activities conducted in fish bearing watercourses will be timed to avoid fish spawning and incubation periods in spring (April 1-June 15), summer (May 1-June 30) and fall (September 15-April 30). • Instream construction will be conducted in isolation from flowing water to mitigate downstream sediment transfer (e.g., with the use of cofferdams, channel diversions and silt curtains). • Fish salvage will be conducted within the isolated work area of fish-bearing watercourses prior to the commencement of instream work. • Temporary and permanent structures will avoid critical Species at Risk habitat, where possible and species surveys with relocation will be conducted if required. • Riparian vegetation clearing within the right-of-way will be limited to the removal of trees and tall shrubs (to maintain line of sight safety requirements) with no removal of low growing vegetation beyond the road surface and shoulder. • Clearing within 30 m of a watercourse shall be by hand. • Clearing limits will be clearly marked prior to riparian vegetation removal to avoid unnecessary damage to or removal of vegetation. • Disturbed areas will be stabilized through revegetation with native plant species or other appropriate means (e.g., erosion control blankets) following completion of works.			*Waters EPP 7 Stream Crossings, EPP 8 Temporary Stream Diversions, EPP 9 Fish Passage, EPP 10. Fish Salvage, EPP 11 Culvert Maintenance and Replacement, EPP 12 Blasting Near A Watercourse* • Surface water drainage will be directed along the road or around cleared areas and away from watercourses. • Vegetation clearing will be limited to the extent feasible to minimize the potential for soil erosion. • In-stream work will be conducted during winter months or low flow conditions and in isolation of flowing water. • The existing alignment and gradient of the watercourse will be maintained. • Fuels and other hazardous substances will be stored and dispensed at least 100 m from the high water mark of waterbodies and watercourses. • Fuel will be stored in approved containers with secondary containment for potential leaks/spills. • Drip-trays, blankets or pads will be used when transferring fuel at construction sites. • Equipment, machinery and vehicles will be checked for cleanliness and leaks upon arrival to site and checked and maintained daily thereafter. • Construction crews will be adequately trained on the handling, storage and disposal of hazardous substances. • Spill clean-up kits will be available on site at all times. • Spills will be contained, treated and disposed of and reported in accordance with applicable provincial regulations and ESRA protocol. • Quarry sites to be used for construction will be assessed for the potential of acid generation; rock with acid rock drainage potential to affect surface water quality will not be used. • Ammonium nitrate-fuel oil mixtures will not be used in or near watercourses. • Blasting will not occur on shorelines of watercourses. • Herbicides will be applied in accordance with manufacturer guidelines and not within 30 m of watercourses/waterbodies. • Dust suppressants will not be applied to the road within 50 m of watercourses. • Areas for cleaning of equipment used in concrete work will be a minimum 100 m from a watercourse or other sensitive feature and will not drain to watercourses. • Uncured or partly cured concrete will be kept in isolation from watercourses. • Water that has contacted uncured concrete will be isolated from watercourses until it has reached a neutral pH. • Uncured or partly cured concrete will be kept in isolation from watercourses. • Water that has contacted uncured concrete will be isolated

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
							from watercourses until it has reached a neutral pH. • Equipment used in concrete work will be cleaned away from watercourses to prevent wash water from entering waterways. *GR130.15.2 Timing of Work* • Water quality monitoring for in water works
	Migratory and other Birds	Potential changes to habitat and disturbance from construction activities. (Appendix 4-6, Table 4-6.1)	Suggested mitigation measures to address changes to habitat and disturbance (Appendix 4-6, Table 4-6.1)	See Tables 9.40 (p. 9-112) of the EIS • ESRA Protection Procedures and Specifications for Migratory Forest Birds. See Tables 9.41 (p.9-113), 9.43 (p.9-116), 9.46 (p.9-124), and 9.48 (p.9-127) of the EIS • Existing water flow patterns, water levels and wetland hydrologic regimes will be maintained. Existing conditions maintained through road bed design that provides for water flow through road base and equalization culverts. • Select right-of-way for constructability to minimize the need to extend beyond the project footprint • Avoid high quality habitat at the design stage during route and quarry and borrow site selection • Identify high quality habitat including bird nesting sites during baseline study/pre-construction survey Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) ie) *GR130.19 Wildlife, EPP14 Wildlife, GR130.17 Clearing and Grubbing, EPP 1 Clearing and Grubbing* • Restrict clearing activities near active bird nests • Select right-of-way to avoid sensitive sites such as raptor nests, rookeries and cavity nesting sites • Identify non-disturbance zones on construction drawings • Reclaim disturbed areas or encourage natural re-vegetation augmented by native plants and seeds. • Project routing and siting to avoid sensitive areas and high quality habitats to the greatest extent feasible. • Rehabilitation of trails and winter roads to offset habitat loss • Avoid vegetation clearing between April 1 and September 1 of any year to minimize disturbances. Conduct pre-clearing migratory bird nest surveys during the nesting season. If found, they will be marked and isolated as Environmentally Sensitive Sites and setbacks from construction activities will be implemented to the greatest extent feasible. • A vegetated buffer zone will be retained between the all-season road and lakes or ponds along the right-of-way (e.g., Bull Lake and Pamatakakowin Lake). • Reclaim disturbed areas and encourage natural regrowth (e.g., temporary access routes, winter roads and trails	Blue jay and sparrows have been missing in the last few years, and hunting of eagles was identified as being culturally unacceptable (Appendix 4-4; Table 4-4.2)	Respondents were divided in regards to applicability of "avoiding and protecting active nesting/spawning areas and maintaining undisturbed no-go zones" (Appendix 4-6; Table 4-6.2).	• See Tables 9.40 (p. 9-112) of the EIS:ESRA Protection Procedures and Specifications for Migratory Forest Birds. • See Tables 9.41 (p.9-113), 9.43 (p.9-116), 9.46 (p.9-124), and 9.48 (p.9-127) of the EIS • Select right-of-way for constructability to minimize the need to extend beyond the project footprint • Avoid critical habitat at the design stage during route and quarry and borrow site selection • Identify bird nesting sites during baseline study/pre-construction survey Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e) *GR130.17 Clearing and Grubbing, GR130.19 Wildlife EPP 1 Clearing and Grubbing, EPP 14 Wildlife* • Restrict clearing activities near active bird nests • Select right-of-way to avoid sensitive sites such as raptor nests, rookeries and cavity nesting sites • Flag construction exclusion areas around high quality habitat including nest sites • Identify construction exclusion zones on right-of-way mapping for construction contractors • A vegetated buffer zone will be retained between the all-season road and lakes or ponds along the right-of-way (e.g., Bull Lake and Pamatakakowin Lake). • Time vegetation removal to occur during fall and winter where feasible to avoid nesting periods. • Conduct pre-clearing migratory bird nest surveys during the nesting season. If found, they will be marked and isolated as Environmentally Sensitive Sites and setbacks from construction activities will be implemented to the greatest extent feasible. • Existing water flow patterns, water levels and wetland hydrologic regimes will be maintained. Existing conditions maintained through road bed design that provides for water flow through road base and equalization culverts. • Reclaim disturbed areas and encourage natural regrowth (e.g., temporary access routes, winter roads and trails will be decommissioned as soon as feasible to allow the regeneration of vegetation). • Localized to operations and maintenance work areas within the Project Footprint.

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
				will be decommissioned as soon as feasible to allow the regeneration of vegetation).			
	Moose	Suggested mitigation to address potential changes to habitat for VCs such as moose were identified as being very important (Appendix 4-6; Table 4-6.1). Suggested mitigation measures for accidental collisions between wildlife and vehicles were supported (Appendix 4-6; Table 4-6.1). Moose are not scared of blasting or drilling. (Appendix 4-5; Table 4-5.1) Moose are hunted in identified areas (Appendix 4-4; Table 4-4.2; Appendix 4-5, Table 4-5.3). Moose are very important to the community, and should be a VC (Appendix 4-4, Table 4-4.1)	Need for mitigation measures that address disturbance from construction activities (Appendix 4-6, Table 4-6.1) The area along the North Etomami River just north of the Berens River junction is a community sensitive habitat area, and should be avoided. Happy to see the P4-ASR has been moved away from this area based on community feedback (Appendix 4-4; Table 4-4.1, Chapter 5, Table 5.1). Discussions related to restricting hunting along the road involved mention of discussions with MCWS regarding the extension of a wildlife refuge along the road alignment (Appendix 4-5, Table 4-5.4; Appendix 4-6; Table 4-6.1).	• See Table 9.20 (p. 9-61) of the EIS: ESRA's protection procedures and specifications for ungulates. • See Table 9-21 (p.9-61) and Section 9.2.5.1.1 of EIS • See Table 7-11 (p.7-37) of EIS • Apply design mitigation measures (Section 9.2). • ESRA has relocated the P4 alignment in light of environmental and land use commentary from Berens River First Nation (section 2.2.2 of the EIS). These changes include a realignment of the route out from Berens River First Nation to avoid important habitat, but in doing so adds a significant water crossing (Chapter 5, Table 5.1). • Maintaining existing water flow patterns, levels and wetland hydrologic regimes. Existing conditions maintained through road bed design that provides for water flow through road base and equalization culverts. • Rock selected for use as a quarry is tested and has not been found to be acid bearing (Appendix 4-6; Table 4-6.4) • Routing all-season road to avoid sensitive habitat where feasible. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) *GR130.17 Clearing and Grubbing, GR130.19 Wildlife EPP 1 Clearing and Grubbing, EPP 14 Wildlife* • Limiting riparian vegetation clearing within the project footprint (to maintain line of sight safety requirements) to the greatest extent possible. • Timing road clearing to occur during fall and winter to the extent feasible to avoid parturition times for moose. • Using existing access routes, trails, or cut lines to the extent feasible and access routes and trails will be kept as short and narrow as feasible. • Decommissioning the existing winter road to allow the regeneration of vegetation. • Decommissioning temporary access routes and trails as soon as feasible to allow the regeneration of vegetation. • Decommissioning winter roads, temporary access routes and trails to block off/limit human access. • Identifying mineral licks and including them in Environmental Protection Procedures as Environmentally Sensitive Sites.	Potential effects on moose behaviour due to blasting (Appendix 4-4; Table 4-4.3); Moose are hunted in identified areas (Appendix 4-4, Table 4-4.1)	Blasting should not take place between August to November to prevent disturbance during rutting season and the community moose hunt in the fall; and (Poplar River Comments from TK study Memo sent August 2015) A wildlife refuge is a good mitigation measure. (Appendix 4-4, Table 4-4.2; Appendix 4-5, Table 4-5.4; Appendix 4-6, Table 4-6.1) ESRA should continue to carry out its moose monitoring program several years after construction (Appendix 4-5, Table 4-5.4)	• Applying design mitigation measures (Section 9.2). • See Table 9.20 (p. 9-61) of the EIS: ESRA's protection procedures and specifications for ungulates. • See Table 7-11 (p.7-37) of EIS • Scheduling of blasting will occur when in the vicinity of sensitive sites. • See Table 9-21 (p.9-62), Table 9.22 (p. 9-67) and Section 9.2.5.1.1 • Select right-of-way for constructability to minimize the need to extend beyond the project footprint • Where possible, avoid sensitive habitat at the design stage during route and quarry and borrow site selection Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e) *GR130.17 Clearing and Grubbing, GR130.19 Wildlife EPP 1 Clearing and Grubbing, EPP 14 Wildlife* • Identify construction non-disturbance zones on construction drawings • Routing all-season road to avoid areas of high quality habitat where feasible. • Limiting riparian vegetation clearing within the right-of-way to the removal of trees and tall shrubs (to maintain line of sight safety requirements). • Timing road clearing to occur during fall and winter to the extent feasible to avoid parturition times for moose. • Maintaining existing water flow patterns, levels and wetland hydrologic regimes. Existing conditions maintained through road bed design that provides for water flow through road base and equalization culverts. • Staging construction as required (i.e., stop and delay construction activities in sensitive areas until animal use of the area and/or sensitive time period has passed). • Using existing access routes, trails, or cut lines to the extent feasible and access routes and trails will be kept as short and narrow as feasible. • Decommissioning the existing winter road to allow the regeneration of vegetation. • Decommissioning temporary access routes and trails as soon as feasible to allow the regeneration of vegetation. • Decommissioning winter roads, temporary access routes and trails to block off/limit human access. • Identifying mineral licks and including them in Environmental Protection Procedures as Environmentally Sensitive Sites. • Routing all-season road to avoid areas of high quality habitat

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
							where feasible. • Limiting construction to work areas within the Project Footprint and Local Assessment Area (quarries) • Clearing during fall and winter to the extent feasible to avoid parturition times for moose. • Applying dust suppression techniques as per ESRA's GR130s and Environmental Protection Procedures • Staging construction in sensitive areas until animal use of the area and/or sensitive time period has passed. • Using existing access routes, trails, or cut lines to the extent feasible and access routes and trails will be kept as short and narrow as feasible.
	Caribou	Caribou calving occurs on the west side of the alignment and they migrate to areas east of the alignment (Appendix 4-6; Table 4-6.1) Caribou run north and south far to the east of the road alignment after freeze up in the fall and spring. (Appendix 4-4, Table 4-4.1)	Strong support for mitigation measures that address disturbance from construction activities (Appendix 4-6, Table 4-6.1)	• See Table 9.20 (p. 9-61) of the EIS: ESRA's protection procedures and specifications for ungulates. • See Tables 9.25 (9-78) and 9.26 (9-84) of the EIS. • Applying design mitigation measures (Section 9.2). • Routing all-season road to avoid areas of critical habitat where feasible. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e) *GR130.17 Clearing and Grubbing, GR130.19 Wildlife EPP 1 Clearing and Grubbing, EPP 14 Wildlife* • Limiting riparian vegetation clearing within the right-of-way to the removal of trees and tall shrubs (to maintain line of sight safety requirements). • Timing road clearing to occur during fall and winter to the extent feasible to avoid parturition times for boreal woodland caribou. • Maintaining existing water flow patterns, levels and wetland hydrologic regimes. Existing conditions maintained through road bed design that provides for water flow through road base and equalization culverts. • Staging construction as required, i.e., stop and delay construction activities in sensitive areas until animal use of the area and/or sensitive time period has passed. • Using existing access routes, trails, or cut lines to the extent feasible and access routes and trails will be kept as short and narrow as feasible. • Decommissioning the existing winter road to allow the regeneration of vegetation. • Decommissioning temporary access routes and trails as soon as feasible to allow the regeneration of vegetation. • Decommissioning winter roads, temporary access routes and trails to block off/limit human access. • Identifying mineral licks and including them in EPPs as Environmentally Sensitive Sites. • Routing all-season road to avoid areas of high quality	Safety of construction workers during hunting season ; (Poplar River Comments from TK study Memo sent August 2015)		ESRA communication program advertises location of construction activities in community. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's, GR 140's and EPPs) i.e) *GR130.8 Designated Areas and Access, GR130.19 Wildlife EPP 14 Wildlife GR140.5 Safe Work Plan,* • Safe work plans required for all construction activities. Contactors employ signs, access controls etc to ensure safety • Public prohibited from accessing construction sites for safety purposes • The contractor is prohibited from hunting and carrying fire arms

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
				habitat where feasible. • Limiting construction to work areas within the Project Footprint and Local Assessment Area (quarries). • Clearing during fall and winter to the extent feasible to avoid parturition times for boreal woodland caribou. • Suspending quarry blasting and other construction activities near sensitive sites during spring months to avoid parturition times for boreal woodland caribou. • Applying dust suppression techniques. • Staging construction, i.e., to avoid sensitive timeframes as appropriate. • Using existing access routes, trails, or cut lines to the extent feasible and access routes and trails will be kept as short and narrow as feasible. • Localized operations and maintenance work areas within the Project Footprint • Road, bridge and culvert maintenance activities will be timed to occur during fall and winter to the extent feasible to avoid parturition times for caribou. • The all-season road will be a two-lane gravel road low traffic volumes • Road designed to optimize line of sight to minimize risk of traffic collision. • Road designed with no pull outs or parking areas to limit hunting opportunities from road.			
	Vegetation	Potential for increased access to harvest areas for plants, berries, and medicines (Appendix 4-5, Table 4-5.1)	Could be a benefit to the community (Appendix 4-5, Table 4-5.1) Revegetation along the alignment and borrow locations from construction were identified as important to community members and strongly suggested (Appendix 4-6, 4-6.1) Boat and snowmobile launch points should not be provided at river and stream crossings (Appendix 4-4,	Boat and snowmobile launch points are not planned at river and stream crossings Addressed in Construction Specifications and Environmental Protection Procedures (GR130's) i.e) *Special Provision 19 Re-vegetation* • Disturbed areas will be allowed to reestablish or stabilized through revegetation with native plant species or other appropriate means (e.g., erosion control blankets) following completion of the works.			

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
			Table 4-4.1)				
	Furbearers	There is important habitat in bogs for species such as muskrat (Appendix 4-5, Table 4-5.1) Wetlands and other feeding areas are where furbearers are seen and trapped in winter. (Appendix 4-5, Table 4-5.1) Wildlife movements: starting to see more wolverines coming into the community (Appendix 4-4, Table 4-4.1)	Suggest that ESRA consider using signage for trapline boundaries (Appendix 4-6, Table 4-6.1) Strong support for mitigation measures that address disturbance from construction activities (Appendix 4-6, Table 4-6.1)	Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *GR130.17 Clearing and Grubbing, GR130.19 Wildlife, EPP 1 Clearing and Grubbing, EPP 14 Wildlife* • Select right-of-way for constructability to minimize the need to extend beyond the project footprint. Avoid bogs and fens where possible • Dens identified during surveys and baseline studies to be addressed in construction planning (phasing) • Where dens are encountered during work, adaptive measures will be taken as required. • Avoid vegetation clearing between April 1 and September 1 of any year to minimize disturbances • Block access to temporary activity and access trails upon decommissioning and reclaim disturbed areas and encourage natural re-vegetation augmented by native plants and seeds			
Use of Lands / Traditional Resources		The need to preserve the land and ecology from further resource development.	Increased access will require increased enforcements as well as possible regulation changes to allow for the continued viability and livelihood of local residents (Appendix 4-5, Table 4-5.1)	• New developments will require separate approvals and licensing. • Berens River has the option of registering a traditional zoning plan identifying acceptable land uses in their traditional territory under *The East Side Traditional Lands Planning and Special Protected Areas Act*	Potential Project effects of noise on hunting; (Poplar River Comments from TK study Memo sent August 2015) Increase in unwanted access to the Poplar River (Poplar River Comments from TK study Memo sent August 2015)	Consider quads/ATVs river crossings for use solely by community members not outsiders; and (Appendix 4-5, Table 4-5.2) Consider constructing boat launches for use solely by community members not outsiders. (Appendix 4-5, Table 4-5.2)	• See Tables 7-11 (p.7-37) and 10-10 of EIS • Avoid construction of boat launches and decommissioning temporary access routes required for construction. • Design road with no pull-off areas Addressed in Construction Specifications and Environmental Protection Procedures (GR130's and EPPs) i.e.) *GR130.12 Noise and Noise Limitations, GR 130.19 Wildlife EPP 4 Noise Control EPP 14 Wildlife* • Seasonally restrict disruptive maintenance activities adjacent to known sensitive sites • Restrict public access to construction sites • Prohibit firearms from being carried by construction workers while on the job site or in construction areas • Block abandoned access roads and encourage natural re-vegetation segmented by native plants and seeds • Contractors, employees and agents shall not hunt, trap or harass wildlife
	Potential for displacement of community members' traditional trap lines within the proposed road alignment. (Appendix 4-4, Table 4-4.3)	Trappers to be notified when and where construction will occur so that traps in the area can be relocated; (Appendix 4-4, Table 4-4.1)	• Provide information about the proposed project to trappers • Provide community updates regarding location and timing of construction activities that could result in limited access so that alternative routes can be planned. Addressed in Construction Specifications and Environmental Protection Procedures (GR130's, and EPPs) i.e) *GR130.8 Designated Areas and Access, GR130.17.3 Grubbing, Special*	• Berries and medicinal plants may be temporarily disturbed during construction, but will grow back; • Water plants may not return if water flows in creeks and muskeg areas are changed; and	Block abandoned access roads	• See Table 10-10 and 10-11 (p.10-52; p. 10-53) in EIS • Maintaining existing water flow patterns, levels and wetland hydrologic regimes. Existing conditions maintained through road bed design that provides for water flow through road base and equalization culverts. • Identified plant gathering areas during traditional knowledge studies. Harvest areas avoided with road alignment selection. Addressed in Construction Specifications and Environmental

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
				Provision 18 Trapline Access • Grubbing to not block access to the existing trails, trap lines, portages and other travel corridors • Access points and safe crossing points for snow mobiles and ATVs will be incorporated into the road design and are addressed in Table 10-12 of the EIS. Provide access ramps to key travel routes bisected by the all-season road. • Create temporary detours snowmobiles and ATVs during construction and warn of navigation hazards with signage and bouys. • ESRA's *Special Provision 18 Trapline Access* in construction contracts requires that access to key travel routes be maintained during construction.	• Increased access to berry picking areas may be provided.(Chapter 10, Section 10.1.6.4)		Protection Procedures (GR130's, and EPPs) i.e) *GR130.8 Designated Areas and Access, Special Provision 19 Re-vegetation* • Disturbed areas will be allowed to reestablish or stabilized through revegetation with native plant species or other appropriate means (e.g., erosion control blankets) following completion of the works. • Block abandoned access roads and encourage natural re-vegetation augmented by native plants and seeds
		Increased access to areas and natural resources by non-First Nations community members has potential effects to the livelihood of members (Appendix 4-5, Table 4-5.1; Appendix 4-6, Table 4-6.1)	Increased access will require increased enforcement as well as possible regulation changes in order to allow for the continued viability of the fisheries and livelihood of local residents.(Appendix 4-5, Table 4-5.1) Address increased public access (Round 6) Install signage for trapline boundaries (Round 6) Avoid the construction of boat launches and decommission temporary access routes required for construction. (Round 5)	See Table 10-10 and 10-11 (p.10-52; p. 10-53) in EIS Addressed in Construction Specifications and Environmental • Discuss with Chief and Council installation of trapline signage. • No plans for boat launch or skidoo launch sites at crossing locations, or pull offs • Berens River has the option of registering a traditional zoning plan identifying acceptable land uses in their traditional territory under *The East Side Traditional Lands Planning and Special Protected Areas Act* Protection Procedures (GR130's, GR 140's and EPPs) i.e.) *GR130.8 Designated Areas and Access, GR130.19 Wildlife, EPP 14 Wildlife Special Provision 19 (Re-vegetation),* • Block temporary access immediately after construction • Decommission access roads and allow to regenerate • Restrict public access to construction sites • Prohibit firearms from being carried by construction workers while on the job site or in construction areas • Design road with no pull-off areas • Block abandoned access roads and encourage natural re-vegetation augmented by native plants and seeds • Contractors, employees and agents shall not hunt, trap or harass wildlife	Maintain current travel routes	ESRA to confirm the exact location for skidoo ramps on travel roots (Poplar River Comments from TK study Memo sent August 2015) Creeks south of Poplar River are a travel route; they are not deep enough for motor boats, paddling only (Appendix 4-4, Table 4-4.2).	TK data collected to gather information on travel routes to incorporate into project design. Crossing design to provide for navigation on travelled water routes. Protection Procedures (GR130's, GR 140's and EPPs) i.e.) *GR130.8 Designated Areas and Access, GR130.19 Wildlife, EPP 14 Wildlife Special Provision 19 (Re-vegetation), GR130.17 Clearing and Grubbing, EPP 1 Clearing and Grubbing, Special Provision 18 Trapline Access* • Grubbing to not black access to the existing trails, trap lines, portages and other travel corridors • ESRA's *Special Provision 18 Trapline Access* in construction contracts requires that access to key travel routes be maintained during construction.

Subject	Topic	Comments: Berens River First Nation & Berens River NAC	Community Proposed Mitigation	ESRA Response / Mitigation	Comments: Poplar River First Nation	Community Proposed Mitigation	ESRA Response / Mitigation
		River travel is used to access habitat for hunting (Appendix 4-5, Table 4-5.1)	Maintaining travel routes is important and strongly supported (Appendix 4-6, Table 4-6.1)	• Requested community identify travel routes so as to plan for continued accessibility • Crossing designs to allow for navigation			

** A full description of Aboriginal views expressed on the effects of changes to the environment of Aboriginal people is provided in Project 4 EIS Appendices 4-4, 4-5, and 4-6.*
** Comments from MMF were made as part of the P1 EIS review, as well as the MMF TLUK study.*