Webequie Supply Road Environmental Assessment TERMS OF REFERENCE

Webequie First Nation

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Prepared for:

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Acronyms and Abbreviations

ANSI	Area of Natural and Scientific Interest
ASCR	All-Season Community Road
BMP	Best Management Practice(s)
CBLUP	Community Based Land Use Plan
COSEWIC	Committee on the Status of Endangered Wildlife in Canada
COSSARO	Committee on the Status of Species at Risk in Ontario
DFO	Fisheries and Oceans Canada
EA	Environmental Assessment
EA Act	*Environmental Assessment Act*
EAR	Environmental Assessment Report
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ECCC	Environment and Climate Change Canada
ELC	Ecological Land Classification
EPP	Environmental Protection Plan
ESA	*Endangered Species Act*
GIS	Geographic Information System
GRT	Government Review Team
IAA	*Impact Assessment Act*
IS	Impact Statement
ISC	Indigenous Services Canada
LIO	Land Information Ontario
LiDAR	Light Detection and Ranging (surveying method)
ENDM	Ministry of Energy, Northern Development and Mines
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MNDMF	Ministry of Northern Development, Mines and Forestry (2011)
MNRF	Ministry of Natural Resources and Forestry
MECP	Ministry of the Environment, Conservation and Parks
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation of Ontario
NHIC	Natural Heritage Information Centre
NAPS	Nishnawbe Aski Police Service
OBBA	Ontario Breeding Bird Atlas
PSW	Provincially Significant Wetland
ROM	Royal Ontario Museum
PTTW	Permit to Take Water
ROW	Right-of-Way
SAR	Species at Risk
SARA	*Species at Risk Act*
SARO	Species at Risk in Ontario
TISG	Tailored Impact Statement Guidelines
ToR	Terms of Reference
TAC	Transportation Association of Canada
SWH	Significant Wildlife Habitat
UTM	Universal Transverse Mercator
WFN	Webequie First Nation
WSR	Webequie Supply Road

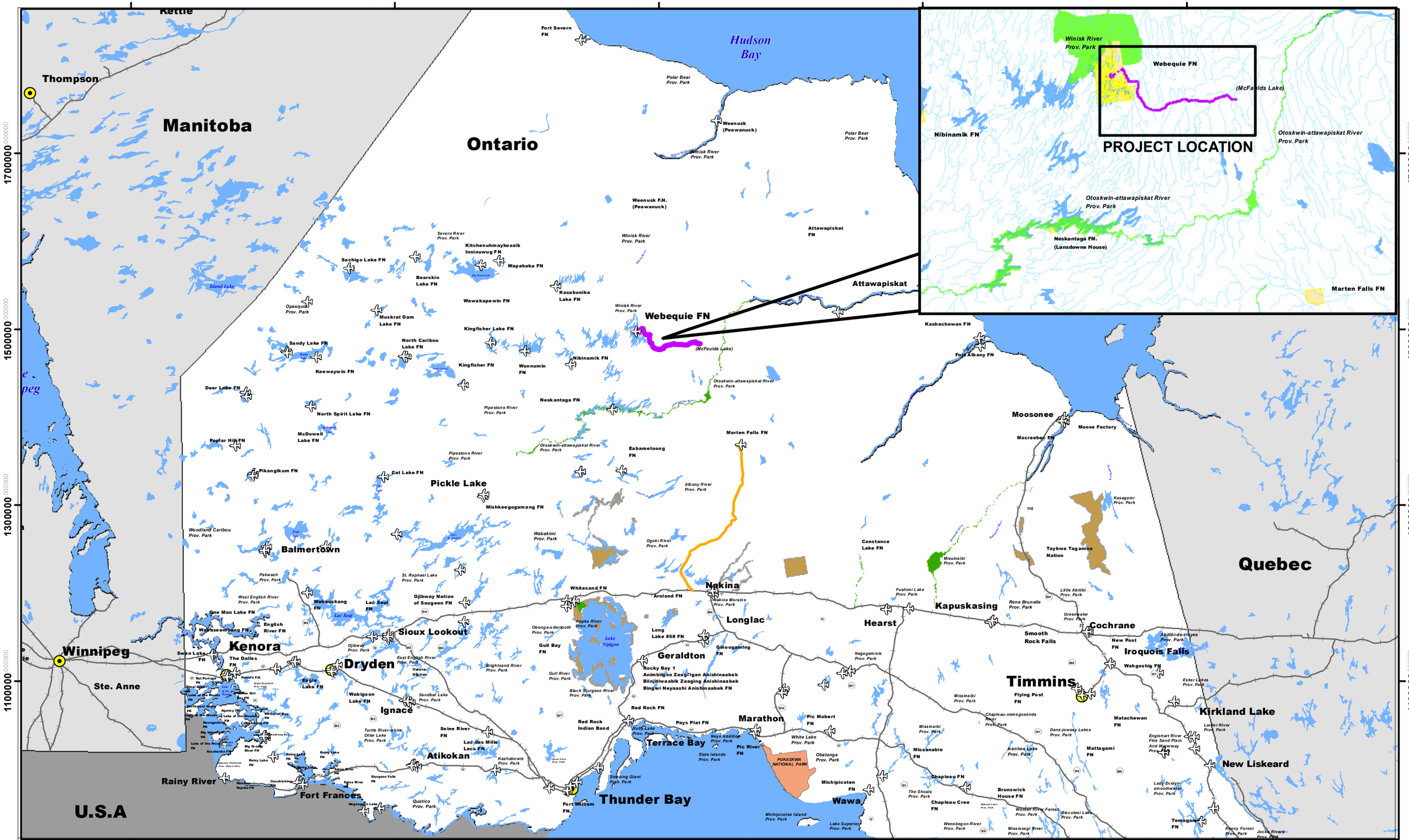
1 Introduction

The purpose of this document is to present the Terms of Reference (ToR) for the Webequie First Nation Supply Road Project ("Webequie Supply Road", "WSR", "the Project", "the Undertaking") to meet the requirements of the Ontario *Environmental Assessment Act* (EA Act). The ToR is a document that establishes the framework for the planning and decision-making process during the Environmental Assessment (EA) and is submitted by the proponent to the Minister of the Environment, Conservation and Parks (MECP) for review and approval.

Alongside the ToR document, material to be submitted for the public record includes the Record of Consultation and the Supporting Documentation package. Both of these are stand-alone documents that will be reviewed when determining whether the Terms of Reference should be approved, but are not specifically subject to approval by the Minister. The Record of Consultation documents the engagement of and consultation with Indigenous (First Nation and Métis) communities, government ministries and agencies, the public, and stakeholders during the development of the ToR, including feedback received (comments, concerns, questions) and project team responses. The purpose of supporting documentation is to provide more detailed information that will assist the Minister and other persons in understanding the planning process that the proponent carried out in order to arrive at the proposal.

The proposed Webequie Supply Road is a new all-season road of approximately 107 km in length from Webequie First Nation to the mineral deposit area near McFaulds Lake (also referred to as the Ring of Fire). A Location Plan for the Project is shown on **Figure 1.1.** The preliminary corridor for the road consists of a northwest-southeast segment running 51 km from Webequie First Nation to a 56 km segment running east, before terminating near McFaulds Lake. A total of 17 km of the corridor is within Webequie First Nation Reserve lands. Based on the scale and complexity of the Project, and the potential for significant environmental effects, an Individual Environmental Assessment must be completed for approval under the EA Act (refer also to Section 2.1.1 regarding regulatory requirements).

The Webequie Supply Road could be constructed and operated as a facility that only provides a connection between Webequie First Nation and the McFaulds Lake area to serve mineral exploration and future mining development activities, with no connection to the provincial highway system. However, with implementation of the Project and future mining and road infrastructure developments in the McFaulds Lake area, it is likely that Webequie First Nation could gain year-round access to the provincial highway system (i.e., the community currently has no plans to avoid an all-season road connection to the provincial highway system). It is in this scenario that the effects of the road would likely be realized or felt to the fullest.



Legend

- Proposed Preliminary Corridor for the Webequie Supply Road
- City/Town
- Winter Roads
- All-Season Roads
- Rail
- First Nation Reserve
- Federal National Park
- Provincial Park
- Conservation Reserve
- Waterbody
- Airports

WSR WEBEQUIE SUPPLY ROAD

0 50 100 Km

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Canada Lambert Conformal Conic Projection

Webequie Supply Road
Project Location

Date: 2020-03-13	File Number: 649920	Sub Code: 0000
Figure Number: 1.1		Rev. 0

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1.1 Proponent

The Project proponent is Webequie First Nation (WFN), an Ojibway community located in Northwestern Ontario, approximately 525 km north of Thunder Bay (refer to **Figure 1.1**). Webequie is a fly-in community with no summer road access, and a total registered on-reserve population of 923 people (Indigenous Services Canada, 2019).

The Webequie First Nation Reserve is currently serviced by the Webequie Airport. Since 2015, the community has been involved in the investigation of an all-season road corridor as a means to better service the community, and provide for economic development opportunities for its members and businesses that reside in or around the community's reserve and traditional territory. It should be noted that WFN is the proponent of the WSR Environmental Assessment only at this point. WFN continues to have discussions with the Province on roles and responsibilities with respect to ownership and construction of the WSR; proponency for the WSR construction will be determined later in the project development process.

1.2 Proponent Contact Information

The contact information for the proponent is as follows:

Webequie Supply Road
1000 Chippewa Road
Thunder Bay, ON P7J 1B6

Website: www.supplyroad.ca

The primary contacts for the Project are:

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1.3 Project Background and Context

The Webequie First Nation is a remote fly-in community that has access to materials and goods via the Webequie Airport and the use of seasonal winter roads that connect to the provincial highway system.

To provide context and background for the proposed development of the Webequie Supply Road and the scope of this EA, it is important to understand the various road/transportation studies that have been completed in the region. A brief description of the relevant studies is presented in chronological order

below. **Appendix A** of the ToR provides additional detail. All of these studies have contributed to the rationale for the development of the WSR.

Winter Road Re-Alignment Study (2008)

On behalf of five First Nations (Marten Falls, Eabametoong, Neskantaga, Nibinamik and Webequie), the Matawa First Nations Tribal Council conducted a study in 2008 to examine realigning selected sections of winter roads. A number of the winter roads for consideration in the study were in the vicinity of the current WSR project area. The study included extensive consultation with the First Nations, regulatory agencies and other stakeholders (e.g., forestry companies and outfitters) and identified a number of alternative solutions (e.g., improvement to road design and construction standards) to address deficiencies in the winter road system.

From the Webequie First Nation perspective, this study was helpful in providing guidance towards improving existing winter roads that run to the south and west of the community. However, it did not examine a supply road connection into the McFaulds Lake area, which was considered important to Webequie First Nation, as it could provide broader economic development opportunities and social benefits.

Cliffs Ferroalloys Black Thor Mine Integrated Transportation System (2011)

In 2011, Cliffs Natural Resources ("Cliffs"), announced its intention to move forward with permitting and development of the Black Thor Chromite Mine in the McFaulds Lake Ring of Fire area. As part of the Black Thor Chromite Mine study, Cliffs developed an Integrated Transportation System (ITS) that optimized all-season road connection of the Black Thor mine assets and facilities with the provincial highway system and the CN Rail system at Highway 584 near Nakina. Around the same time, KWG Resources (KWG), also active in the McFaulds Lake area, studied transportation options into the Ring of Fire area and identified a preference for a rail/road link that followed a similar corridor to the Cliffs proposed road corridor.

From the Webequie First Nation perspective, the preferred ITS selected by Cliffs did not include winter road or all-season road connection to Webequie, thereby limiting the potential for the community to transport goods and services to the mine development area and potential for connection to the provincial highway system.

Noront Resources Eagle's Nest Mine Access Road (2013)

In 2013, Noront Resources prepared a draft federal/provincial Environmental Impact Statement/ Environmental Assessment Report (EIS/EAR) for their proposed Eagle's Nest mine in the McFaulds Lake area, including an examination of alternative road routes and types (e.g., winter, all-season and combined winter/all-season) that would connect the mine to the provincial highway system. The Noront draft EIS/EAR process was not completed. The provincial notice of approval for the Noront EA Terms of Reference for the Eagle's Nest Mine Project included the requirement that Noront re-screen four road corridors before reaching a conclusion on its access road corridor. The draft EIS/EAR for the Noront Eagle's Nest Mine Project was prepared in advance of the approval of the ToR and does not reflect the requirement to re-screen access road corridors. The MECP Environmental Assessment Permissions Branch did not review the draft EIS/EAR. The WSR Project Team understands that the document was reviewed by federal agencies and comments were returned to Noront. As part of the transition to the new *Impact Assessment*

Act on August 28, 2019, the Impact Assessment Agency of Canada issued a Notice of Termination of the federal EA for the Eagle's Nest Mine Project.

At present, the Noront EA process is on hold until there is more certainty about a potential all-season road to be developed by others. Details on the current status of Eagle's Nest Mine Project, which now excludes any consideration of an all-season road connection to the provincial highway network as part of the environmental assessment, can be found on Noront's website (http://norontresources.com). However, the federal/provincial EA work undertaken by Noront up to 2013 does provide relevant context on the alternative road routes considered in the study area for the WSR. In identifying route alternatives for the Eagle's Nest mine access road, it was Noront's intention in 2013 to maximize the use of existing winter road corridors and thereby minimize additional clearing and environmental effects. From this assessment, the preferred route was identified as an east-west connection via Webequie First Nation to the Northern Ontario Resource Trail (NORT) North Road/Pickle Lake Road and Highway 599 near Pickle Lake. This access road route provided potential all-season access to the provincial highway system for Webequie First Nation and other First Nations, including the Nibinamik, Neskantaga and Eabametoong First Nations.

From the Webequie First Nation perspective, this corridor provided community benefits by having an all-season access to the provincial highway system. In addition, the community would have potential economic development opportunities related to the transportation of goods and services between Webequie and the mine development area.

All-Season Community Road Study (2016)

Webequie First Nation, in partnership with three other First Nations (Neskantaga, Nibinamik and Eabametoong), completed the All-Season Community Road Study (ASCRS) in June 2016. The purpose of this study was to examine options for interconnecting these First Nation communities to the provincial highway system, with the goal of providing community social and economic benefits. Many alternatives were examined, including those previously preferred by Noront Resources, Cliffs and KWG Resources.

From the community engagement and assessment completed, a preferred corridor was identified with a general east-west orientation that connected the four communities to the provincial highway system. The preferred corridor/road from the 2016 ASCRS did not connect to the McFaulds Lake area due to unresolved issues and concerns expressed by some participating First Nations about mining development in the Ring of Fire area.

From the Webequie First Nation perspective, the preferred alternative emerging from the 2016 ASCRS provided a number of social and economic benefits, including the interconnection with other First Nation communities. However, there was additional interest in continuing to examine a supply road connection into the McFaulds Lake area. The connection between Webequie and McFaulds Lake is considered important to Webequie First Nation, as it could provide broader economic development opportunities and social benefits above and beyond the benefits of an all-season community road to Pickle Lake.

All-Season Community Road Study – Phase 2 (2017)

In 2017, the Nibinamik and Webequie First Nations continued the ASCRS on their own to refine the preferred corridor analysis from the previous phase of the study. The ASCRS – Phase 2 involved many discussions with Nibinamik and Webequie land users, elders and youth to refine the corridor centreline and

to determine support for an east-west connection to the provincial highway system at the NORT North Road/Pickle Lake Road. The Phase 2 study also included more extensive data collection, including field studies and gathering of more Indigenous Knowledge information. The Phase 2 study identified a refined east-west all-season road corridor, which has essentially the same purpose of connecting Webequie and Nibinamik to the provincial highway system at Pickle Lake.

From the Phase 2 study, it was determined there is reasonably strong support for an all-season community road to the provincial highway system, but not clear and full community support amongst the potentially connected and/or affected First Nations for interconnection of the all-season road to mining activity in the McFaulds Lake area.

From the perspective of the Webequie First Nation, there was general community and political support for an all-season community road connection to the provincial highway system. However, there was concern that the discussion of the all-season road did not include an extension from the community eastwards to McFaulds Lake, which was thought to provide potential for greater economic development opportunities associated with the proposed mine exploration and future mining operations.

The above studies, as background and context, provide the foundation for the development of the proposed Webequie Supply Road. In particular, the ASCRS and refined Phase 2 study helped to guide Webequie First Nation to identify the current preliminary preferred corridor for the Project, including consideration of alternatives. Further discussion and details of how and why project alternatives were developed to date, and the determination of the preliminary preferred corridor for consideration in the EA study, are presented in Section 5 of the ToR.

1.4 Purpose and Rationale for the Undertaking and Study

On May 3, 2018, the Ontario Minister of the Environment, Conservation and Parks (then Minister of the Environment and Climate Change) signed a voluntary agreement with Webequie First Nation to make the Webequie Supply Road Project subject to an Individual Environmental Assessment under Ontario's *Environmental Assessment Act* (refer to **Section 2.1.1** Regulatory Framework – Ontario *Environmental Assessment Act* for the rationale behind this agreement).

The EA Act requires the proponent to set out the reasons for developing the Project in a statement of purpose, and further requires the proponent to provide a rationale for developing the Undertaking. These are provided in the following sections.

1.4.1 Purpose of the Undertaking

The goals and objectives of the Webequie Supply Road Project ("the Undertaking") are as follows:

- To facilitate the movement of materials, supplies and people from the Webequie Airport to the area of existing mineral exploration activities and proposed mine developments in the McFaulds Lake area;
- To provide employment and other economic development opportunities to WFN community members and businesses that reside in or around the community's reserve and traditional territory, while preserving their language and culture; and

- To provide experience/training opportunities for youth to help encourage pursuit of additional skills through post-secondary education.

The preliminary proposed corridor for the Project will accommodate a two (2) lane all-season gravel road. The EA study for the Project will complete an effects assessment and evaluation of the corridor alternatives for the all-season road and the alternatives for supporting infrastructure elements, which include aggregate extraction and processing areas, access roads, laydown/storage yards and construction camps. In accordance with the Ontario *Environmental Assessment Act*, the EA study will involve an assessment of potential environmental effects, evaluation of alternatives, description of impacts, identification of mitigation measures and conclusions on the overall net effects of the Project on the environment. The level of detail in assessing the preferred alternative(s) is expected to be greater than the level of detail for assessing the broader group of alternative methods, which is not atypical, given that additional technical and consultation input may be gathered/received once the preferred alternative method of implementing a project has been identified.

1.4.2 Rationale for the Undertaking

The significant mineral potential in and around the McFaulds Lake area (Ring of Fire) has been well documented and will not be repeated in this Terms of Reference, although details will be provided in the Environmental Assessment.

For the purposes of this Terms of Reference, it is important to understand that accessing the Ring of Fire area from the provincial highway system and/or the national railway system is a key aspect to continuing exploration and for the development of future mining operations.

The type and location of infrastructure that is needed to connect the mineralized area with markets to the south has been examined for a number of years, as described in **Section 1.3** above and **Appendix A**, both directly for the purposes of connecting future mining operations to provincial and national infrastructure, as well as in the context of broader provincial objectives for infrastructure development in the region.

Different types of ore and different scales of mining operation necessitate different types of infrastructure. There are many types of minerals that have been found in the Ring of Fire area. Some of these, primarily gold, could potentially be developed, processed and delivered to market with the existing winter road and airport infrastructure. However, the large deposits of chromite and other metals, such as nickel, that are also prevalent in the area, and have the potential to provide the greatest social and economic benefits, cannot be developed and processed relying solely on existing infrastructure, including consideration of the proposed Webequie Supply Road. Due to the volume of ore to be transported to off-site processing facilities, an all-season industrial road connection to the provincial highway system and/or heavy rail connection to the national railway system is required for these types of mining developments to be economically viable under the current market conditions. However, the Webequie Supply Road could be constructed and operated as a facility that only provides a connection between Webequie First Nation and the McFaulds Lake area to serve mineral exploration and future mining development, with no connection to the provincial highway system.

In addition to the mining context and potential economic development benefits of linking WFN to the mineralized zone, the Webequie Supply Road is also relevant in the context of broader, long-term provincial growth, development and multimodal transportation initiatives in the region. Although WFN is seeking

approval for the development of a supply road, the basic corridor (35 m right-of-way width) that will be subject to environmental assessment will be wide enough to accommodate future communications (e.g., broadband fibre optic line) and low voltage power distribution lines, if and when connection is established to the provincial highway and electricity grid system. However, given the current uncertainty as to how and when power and communications infrastructure will be extended into the project area, these components have not been included in the scope of the Project. If ultimately built, these other infrastructure elements will bring additional economic development, education and health benefits. The key provincial plans and government priority initiatives around regional infrastructure include the following; of which details and excerpts are presented in **Appendix A** of the ToR.

- The 2041 Northern Ontario Multimodal Transportation Strategy (Draft) (MTO and MNDM, 2017);
- The Growth Plan for Northern Ontario (MOI and MNDMF, 2011); and
- Ontario's Mineral Development Strategy (MNDM, 2015).

As discussed in Section 1.3, a number of studies have been conducted to examine the optimum location for the required infrastructure, which support and provide the basis for the proposed Webequie Supply Road. In these studies, routing considerations, such as distance (and cost) to access either the provincial highway system and/or the national railway system, were examined, as were other factors considered to be important for identifying the optimum routes for connecting infrastructure, including (but not limited to):

- Potential social and economic impacts and benefits to First Nation communities in the region;
- Environmental impacts;
- Constructability (in particular, the availability of well-drained land and access to aggregate materials);
- Distance to potential processing facilities;
- Safety of road users (i.e., dedicated versus mixed commercial and non-commercial traffic); and
- Ownership (in particular, private versus public ownership).

The studies discussed in Section 1.3 examined alternative road connections between the provincial highway system near Pickle Lake, several First Nations to the north, and the proposed Noront Resources Eagle's Nest nickel-copper-platinum mine in the McFaulds Lake area. The preferred road corridor coming out of these studies is commonly referred to as the east-west alignment. In 2018, studies were initiated to further examine an all-season road interconnection between Nakina (near Geraldton) in the Greenstone Region and the Marten Falls First Nation, with longer term consideration of a continuation of that road north to the Ring of Fire area. Marten Falls First Nation is currently leading a coordinated federal-provincial environmental assessment process for the Marten Falls Community Access Road, which would connect Marten Falls First Nation to the provincial highway network via a connection to Painter Lake Road. This environmental assessment is ongoing at the same time as the Webequie Supply Road EA. From a feasibility perspective, and as a separate project, Marten Falls First Nation is also examining an all-season road from their community to the Ring of Fire mineralized area ("Phase 2" or "the Northern Road Link"). Collectively, these two Marten Falls initiatives are commonly referred to as the north-south corridor between the provincial road network to the mineralized area near McFaulds Lake. On March 2, 2020, the Province announced a partnership with Webequie First Nation and Marten Falls First Nation to advance the environmental assessment, planning and development of the Northern Road Link, which would connect to the proposed Marten Falls Community Access Road at the south end and to the proposed Webequie Supply Road at the north end .

A development group known as the East-West Ring of Fire Road Coalition, made up of representatives of northern municipalities and businesses and First Nations leaders, has indicated their interest in continuing to examine the East-West road option from the Pickle Lake area into the McFaulds Lake mineralized zone.

From the perspective of the Webequie First Nation, a road connection between the community and the McFaulds Lake area would facilitate their participation in the supply of goods and services to the existing and future mining activities at McFaulds Lake, regardless of whether a north-south or east-west connection to the existing highway network is developed to facilitate future mine development. If a north-south corridor is ultimately developed, in addition to providing economic development opportunities, the Webequie Supply Road would also provide connection to the provincial highway system at Nakina. If an east-west corridor is ultimately developed, the Webequie Supply Road would facilitate the community's participation in the supply of goods and services to the existing and future mining activities at McFaulds Lake, while the east-west road would provide connection to the provincial highway system near Pickle Lake.

As plans and studies move forward towards the identification of the ultimate interconnection of the mineralized zone and the provincial highway system and/or national railway system, Webequie First Nation will continue to move its plans forward for their supply road, and will maintain interests in participating in either of the north-south and/or east-west all-season road options.

In addition to road connection to the areas of potential mineral development, and ultimately the provincial highway system, WFN and some other remote First Nation communities are also interested in exploring the potential for connection to the provincial electricity grid and the telecommunications grid in the future.

1.5 Outline of Terms of Reference (ToR)

The ToR for the Webequie Supply Road Project identifies the process that will be followed during preparation of the EA in accordance with the requirements of the EA Act. Once approved by MECP, the EA will be prepared in accordance with the detailed requirements set out in the approved ToR. In accordance with the MECP *Code of Practice: Preparing and Reviewing Terms of Reference for Environmental Assessments in Ontario*, (MECP, 2014) the ToR contains the following information:

- Identification of the proponent;
- Indication of how the environmental assessment will be prepared;
- Purpose of the study or the Undertaking (the Project);
- Description of the Undertaking;
- Description of and rationale for alternatives considered;
- Description of the existing environment and potential effects of the Undertaking;
- Approach for the assessment and evaluation of alternatives and the Undertaking;
- Commitments and monitoring;
- Consultation plan for the environmental assessment;
- Flexibility to accommodate new circumstances; and
- Other approvals required.

The ToR document is organized into the following sections in order to satisfy the requirements under the EA Act:

- Section 2 - Regulatory Framework for the Project
- Section 3 - Approach for the Preparation of the Environmental Assessment
- Section 4 - Description of the Undertaking
- Section 5 - Description of and Rationale for Alternatives
- Section 6 - Existing Environmental Conditions
- Section 7 - Potential Environmental Effects
- Section 8 - Approach to Assessment and Evaluation of Effects
- Section 9 - Commitments and Monitoring
- Section 10 - Engagement and Consultation
- Section 11 - Flexibility to Accommodate New Circumstances
- Section 12 - Other Permits and Approvals

2 Regulatory Framework for the Project

2.1 Regulatory Framework

2.1.1 Ontario *Environmental Assessment Act*

The Ontario *Environmental Assessment Act* (EA Act) embodies and enables a planning and decision-making process to ensure the protection, conservation, and wise management of the environment.

Projects can be classified as falling under either a Class Environmental Assessment process or an Individual Environmental Assessment process.

Class Environmental Assessments apply to those projects that are deemed approved subject to compliance with an approved standardized planning process. This standardized planning process is for classes or groups of projects that are carried out routinely and have predictable environmental effects that can be largely mitigated. No formal approval under the Ontario *Environmental Assessment Act* is required, provided the procedural requirements of Class EA parent documents are followed, and a request to the Ontario Minister of the Environment, Conservation and Parks to make the Undertaking subject to Part II of the EA Act (the preparation of an Individual EA) (Part II Order) is not granted.

Individual Environmental Assessments are completed for those projects that are complex in nature, with the potential for significant environmental effects and require a decision by the Minister of the Environment, Conservation and Parks under the EA Act.

The Webequie Supply Road Project is following an Individual Environmental Assessment process (refer to ToR Section 3.2 for details). Under normal circumstances, the Project would be subject to the Ministry of Natural Resources and Forestry's *Class Environmental Assessment for MNRF Resource Stewardship and Facility Development Projects* ("MNRF RSFD Class EA"), since multiple dispositions (land and resources) would be required from MNRF in order to implement the Project. There is no exemption from the MNRF Class EA requirements for dispositions associated with First Nation-led projects.

MNRF expressed concern that the length, significance and potential impacts of the proposed all-season supply road, along with the related activities (e.g., aggregate extraction), were expected to be outside of the intended scope of the MNRF Class EA, and the use of the Class EA could potentially fail to address the complexities that could reasonably be anticipated to arise for an all-season road of this length in this remote environment. Consequently, Webequie entered into a voluntary agreement with Minister of the Environment, Conservation and Parks under Section 3.0.1 of the Ontario *Environmental Assessment Act* to make the Project subject to the Act, as the Individual EA process was considered to be more appropriate for effectively addressing the scale, complexity and potential for significant environmental effects. MNRF has advised MECP and Webequie that, assuming there are no deficiencies or gaps in the preparation of the Individual EA, the Individual EA should address MNRF's RSFD Class EA requirements. It is Webequie's intent to satisfy the MNRF RSFD Class EA requirements through the Individual EA process.

The proposed ToR has been prepared following the *Code of Practice: Preparing and Reviewing Terms of Reference for Environmental Assessments in Ontario (*MECP, January 2014). The ToR establishes the basic EA assessment process and work plan for the Project.

The Project will also be subject to meeting the requirements of the federal *Impact Assessment Act*, the requirements of which are outlined in Section 2.1.2.

2.1.2 Canada *Impact Assessment Act*

The Webequie Supply Road Project is subject to review under the federal *Impact Assessment Act (*IAA), enacted June 21, 2019, which requires proponents of projects that are described in the Act's *Regulations Designating Physical Activities* to prepare Initial and Detailed Project Descriptions.[1] "Physical Activities" subject to the Act are defined to include "the construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 75 km or more of new right-of-way." From a review of the Detailed Project Description, and the results of associated engagement and consultation activities, the Impact Assessment Agency of Canada ("the Agency") has determined that a federal impact assessment (IA) must be prepared, based on the significance of anticipated project effects.

Following a determination that a federal IA must be prepared, the principal steps in the IAA process leading to a decision on the IA typically include:

- The Agency develops draft Tailored Impact Statement Guidelines (including the scope of the factors that are to be considered by the proponent in its Impact Statement as part of an impact assessment) and plans that will guide consultation and engagement on the Project, and consults with participating parties on these documents. Once finalized, the Agency provides the Tailored Impact Statement Guidelines and the plans to the proponent and posts the documents to the Impact Assessment Registry with the Notice of Commencement (end of the 180-day **Planning phase**; commencement of the **Impact Statement phase**). These activities occurred on February 24, 2020;
- The proponent has three years to prepare and submit a satisfactory Impact Statement in accordance with the Tailored Impact Statement Guidelines;
- Once the Agency is satisfied with the content of the Impact Statement, the 300-day **Impact Assessment phase** begins and the Agency prepares a draft Impact Assessment Report (IAR). The Agency considers comments received on the draft IAR, finalizes the IAR and potential conditions, and provides the IAR, potential conditions and Consultation Report to the Minister of Environment and Climate Change for a decision.

The status of the IAA process for the Project can be accessed through the following link: https://iaac-aeic.gc.ca/050/evaluations/proj/80183.

On a matter also related to the IAA, on February 10, 2020, the Minister of Environment and Climate Change granted requests for conducting a Regional Assessment in the area centred on the Ring of Fire mineral

[1] The WSR Project was initiated under the *Canadian Environmental Assessment Act, 2012*. Based on the status of the Project Description when the IAA came into force on August 28, 2019, the Project transitioned to the IAA process at that time. "The IAA replaces CEAA, 2012 and establishes an impact assessment process to serve as a project planning tool, which takes into consideration the whole range of environmental, health, social and economic effects of projects. The new regime shifts away from decisions based solely on the significance of adverse environmental effects and will focus instead on whether the adverse effects in areas of federal jurisdiction are in the public interest." (Canada Gazette_g2-15317, August 21, 2019).

deposits. As a nearby project (within 200 km), the Webequie Supply Road will be included in the Regional Assessment.

2.1.3 Process for Federal-Provincial Coordinated EA

The Project is subject to both the Ontario *Environmental Assessment Act* and the federal *Impact Assessment Act*. For the purposes of discussion in this section, the term "EA" is meant to include both the provincial environmental assessment and the federal impact assessment. The requirements of the Acts and the process to execute the assessments differ somewhat, as displayed in **Figure 2.1** below. As the steps in an EA required by MECP and by the Agency differ, a coordinated approach is needed to meet the requirements of the federal and provincial processes. In addition, the Webequie Three-Tier Model for consultation (refer to **Section 10.1.1.2**) is being incorporated in the EA process. To guide this coordinated process, Canada and Ontario entered into an agreement entitled "Canada-Ontario Agreement on Environmental Assessment Cooperation" (2004). For the Webequie Supply Road Project, the two levels of government have indicated a willingness to follow the coordinated EA process to the extent possible, and for the proponent to produce one body of documentation, referred to as the Environmental Assessment Report/Impact Statement (EAR/IS). The EAR/IS will address the requirements of both the provincial ToR and the federal Tailored Impact Statement Guidelines. To help facilitate a coordinated process, an "EA Coordination Team" has been established for this project that includes representatives of both the federal and provincial governments. The purpose of this team is to address and coordinate the requirements of both processes in an efficient manner.

The EA Coordination Team is comprised of the following provincial and federal agencies:

- Ontario Ministry of Energy, Northern Development and Mines;
- Ontario Ministry of the Environment, Conservation and Parks;
- Ontario Ministry of Natural Resources and Forestry;
- Ministry of Transportation of Ontario; and
- Impact Assessment Agency of Canada.

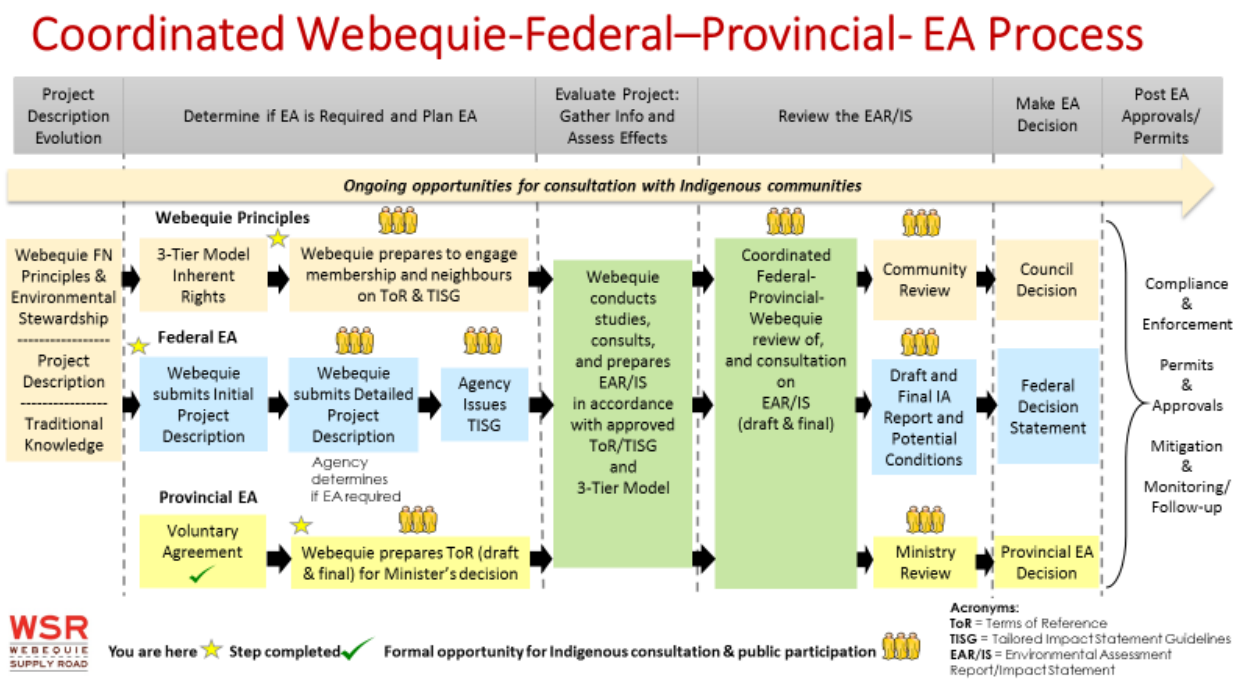
The mandate of the EA Coordination Team is to meet with the Webequie Project Team on a regular basis, in a forum where team members can exchange information, including providing each other with updates on the EA process; explore issues and collectively try to resolve them; work on coordinating the EAs and keep the processes moving forward in lockstep to the greatest possible extent; and seek feedback on Indigenous, public and stakeholder consultation. Meetings with the EA Coordination Team are scheduled to occur every two weeks via teleconference, and in person when it is determined to be of assistance.

As part of the coordinated federal-provincial EA process, the Webequie Supply Road Environmental Assessment will include the following process milestones, as presented in **Figure 2.1**:

- Pre-EA Planning, including signing of the voluntary agreement between Ontario and Webequie First Nation to participate in the process, development of the ToR and the Tailored Impact Statement Guidelines;
- EA commencement;
- Environmental baseline studies and preparation of the Environmental Assessment Report/Impact Statement;

- EA decision; and
- Monitoring and follow-up.

Figure 2.1: Coordinated Webequie-Federal-Provincial EA Process



2.1.4 Other Relevant Federal Legislation and Permits

The Project may require permits and approvals under the federal legislation identified in **Table 2-1**.

Table 2-1: Federal Legislation, Permits and other Authorizations

Federal Agency	Legislation/Permit/Act	Applicability to the Project
Transport Canada	*Canadian Navigable Waters Act*	Consult with Transport Canada on any work in or over a navigable waterbody that may interfere substantially with navigation (e.g., construction of a bridge, boom, dam or causeway, dumping of fill in or excavation of materials from the river bed, placement of any power cable, wire, structure or device). There are no crossings of waterbodies listed in the Schedule to the Act designating Navigable Waters, but there will be major, minor and other works on unlisted waterways deemed to be navigable that will be subject to the Act's provisions.

Federal Agency	Legislation/Permit/Act	Applicability to the Project
Fisheries and Oceans Canada	Authorization under *Fisheries Act*	Work or undertaking that may result in serious harm to fish that are part of a commercial, recreational or Indigenous fishery, or to fish that support such a fishery. Serious harm to fish is the death of fish or any permanent alteration to, or destruction of, fish habitat.
Environment and Climate Change Canada	Permit under *Species at Risk Act* (2002) *Section 73*	Work that causes a specified impact to a terrestrial, avian or aquatic species listed under SARA Schedule 1, or its habitat, and which contravenes the Act's general or critical habitat prohibitions (includes intrusive methods for sampling).
Indigenous Services Canada (ISC)	*Authorization under Indian Act Section 28(2)*	ISC must authorize the occupation of, use of, residency on, or exercise of rights on First Nations Reserve lands: "The Minister may by permit in writing authorize any person for a period not exceeding one year, or with the consent of the council of the band for any longer period, to occupy or use a reserve or to reside or otherwise exercise rights on a reserve." Portions of the road corridor would be located on First Nation Reserve lands.
Natural Resources Canada	Blasting Explosives Purchase and Possession Permit Transportation of Explosives Permit under the *Explosives Act*	Purchase, use, storage or transportation of explosives.

2.1.5 Other Relevant Provincial Legislation and Permits

The Project may require permits and approvals under the provincial legislation identified in **Table 2-2.**

Table 2-2: Provincial Legislation, Permits and Other Authorizations

Agency	Permit/Act	Corresponding Applicability to the Project
Ontario Ministry of Natural Resources and Forestry	Permit to Collect Fish for Scientific Purpose under the *Fish and Wildlife Conservation Act* (1997)	• To facilitate the capture and transfer of fish during in-water works, such as cofferdam construction or dewatering.

Agency	Permit/Act	Corresponding Applicability to the Project
	Permit to Collect Wildlife for Scientific Purpose under the *Fish and Wildlife Conservation Act* (1997)	• Facilitates the capture and transfer of wildlife.
	Authorization under the *Fish and Wildlife Conservation Act* (1997)	• Project construction and operation is anticipated to destroy the nests or eggs of birds, a beaver dam, or the den of a black bear or some furbearing mammals, or interfere with a black bear in its den.
	Forest Resource Licence (Cutting Permit) under the *Crown Forest Sustainability Act* (1994)	• Harvesting and/or cutting timber on Crown land.
	Burn Permit under *Forest Fires Prevention Act* (1990)	• Burning of materials from forest clearing, if required.
	Public Lands Act (1990)	• Works on crown lands and/or shore lands, including geotechnical investigations, construction/upgrade of access roads and trails, culverts/bridges. • The majority of the Project components would require a Work Permit under the Act.
	Land Use Permits	• Necessary for access roads to and within project site, temporary laydown and/or spoil areas.
	Far North Act (2010)	• Permits and approvals depend on type of development and stage of completion of a Community Based Land Use Plan (CBLUP). Approval of a CBLUP or acceptance of a Draft CBLUP, as well as the issuance of a Minister's Order designating a planning area, is the first step in the development process and can happen at any time. Far North Act authorization(s), including permission to proceed with the WSR Project without a CBLUP in place, will not be granted until after approval of the EA. Note: There is currently a proposal to repeal the Far North Act, which is under consideration by the Ontario Government".
	Aggregate Permit under *Aggregate Resources Act* (1990)	• Extracting aggregate on all Crown land and on private land in areas of the Province designated (specifically identified) in the regulations.

Agency	Permit/Act	Corresponding Applicability to the Project
	Work Permit under *Lakes and Rivers Improvement Act* (LRIA)	• Channelization, diversions. • Bridges and some culverts.
Ontario Ministry of the Environment, Conservation and Parks (MECP)	Permit to Take Water or Environmental Activity and Sector Registration (EASR) under the *Ontario Water Resources Act* (1990)	• Where project construction requires water taking - pumping, draining, dewatering, wells. • Takings up to 50,000 litres per day (L/Day) require no permit/registration. • Dependent upon meeting specific criteria (e.g., water source, purpose, etc.) of the Water Taking EASR Regulation – O. Reg. 63/16, some takings between 50,000 and 400,000 L/day may qualify for registry (EASR), while other takings (e.g., associated with aggregate pit) may require a PTTW. • Takings over 400,000 L/day require a permit (PTTW).
	Authorization under the *Endangered Species Act, 2007*	• Potential for corridor/road construction to have effects on listed species or habitat.
	Approval under *Health Protection and Promotion Act* (1990)	• Facilitates provision of potable water and on-site sewage treatment and disposal systems at temporary construction camp(s).
	Environmental Compliance Approval under *Environmental Protection Act* (1990)	• Enables waste to be transported by haulers from the project work site and enables emissions from on-site equipment. • An Environmental Compliance Approvals (ECA) may be required for the discharge and treatment of wastewater generated from some water takings. • An ECA will be required for aggregate wash water systems with capacity greater than 10,000 L/Day. • An ECA will be required for on-site sewage systems with a design capacity in excess of 10,000 L/Day. • An ECA will be required for activities related to noise and air impacts resulting from aggregate extraction.
	Approval under *Environmental Assessment Act*	• Consideration of potential environmental effects of the Project.

Agency	Permit/Act	Corresponding Applicability to the Project
Ministry of Health and Long-Term Care	Permit to Construct - Sewage System	• A district Health Unit permit will be required for on-site sewage systems with a design capacity of up to 10,000 L/Day.
Ontario Ministry of Labour	*Occupational Health and Safety Act* (1990)	• Notice of Project under Section 23(2).
Ministry of Heritage, Sport Tourism and, Culture Industries	*Ontario Heritage Act* (1990): Part III.1 (Standards and Guidelines for Conservation of Provincial Heritage Properties) Part VI (Archaeological Resources) *Standards and Guidelines for Consultant Archaeologists*	• Letters for archaeological and other cultural heritage assessment(s) as part of environmental assessment and Ontario Heritage Act due diligence.

3 Approach for Preparation of the Environmental Assessment

3.1 Environmental Assessment Principles

There are several principles that govern the Environmental Assessment process. These principles are used to evaluate the EA to ensure that the Project meets the requirements of the *Environmental Assessment Act* and the *Impact Assessment Act*. The Webequie Supply Road EA will incorporate these principles into the process being followed for this project. The following principles and considerations must be incorporated for the EAR/IS to meet federal and provincial regulatory requirements[2]:

- Engagement with Indigenous communities, federal, provincial and municipal agencies and identified potentially affected stakeholders and other persons who may have an interest in the Project;
- Consideration of alternatives to the Undertaking or Project and alternative methods for carrying out the Project;
- Consideration of the environment, and potential impacts resulting from the Undertaking;
- Identification of mitigation measures;
- Evaluation and significance of net environmental effects; and
- Documentation in the form of a consolidated Environmental Assessment Report/Impact Statement that will document the process followed in a transparent and traceable manner.

3.2 Indication of How the Environmental Assessment is to be Prepared

The EA for the Project will be prepared in accordance with the ToR, as approved by the Minister of the Environment, Conservation and Parks, and in accordance with the requirements of the Ontario *Environmental Assessment Act*, and the federal Tailored Impact Statement Guidelines provided by the Impact Assessment Agency of Canada.

Under the EA Act, a proponent may prepare the EA under section 6.1(2), which includes an assessment of "alternatives to" the Undertaking and "alternative methods" of carrying out the Undertaking, or it can proceed in accordance with subsections 6(2)(c) and 6.1(3) of the EA Act, which allow focusing of the EA on a more defined range of alternatives and the use of information other than the generic requirements outlined in subsection 6.1(2).

The following excerpts present the subsections referenced from the EA Act.

EA Act subsection 6.1(2):

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[2] As adapted from the MECP *Code of Practice: Preparing and Reviewing Environmental Assessments in Ontario* (January 2014) and Bill C-69, An Act to enact the *Impact Assessment Act* and the *Canadian Energy Regulator Act*, to amend the *Navigation Protection Act* and to make consequential amendments to other Acts.

6.1(2) Subject to subsection (3), the environmental assessment must consist of,

(a) a description of the purpose of the Undertaking;

(b) a description of and a statement of the rationale for;

(i) the Undertaking;

(ii) the alternative methods of carrying out the Undertaking; and

(iii) the alternatives to the Undertaking;

(c) a description of,

(i) the environment that will be affected or that might reasonably be expected to be affected, directly or indirectly;

(ii) the effects that will be caused or that might reasonably be expected to be caused to the environment; and

(iii) the actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment, by the Undertaking, the alternative methods of carrying out the Undertaking and the alternatives to the Undertaking;

(d) an evaluation of the advantages and disadvantages to the environment of the Undertaking, the alternative methods of carrying out the Undertaking and the alternatives to the Undertaking; and,

(e) a description of any consultation about the Undertaking by the proponent and the results of the consultation. 1996, c. 27, s. 3.

Section 6.1(3) of the EA Act:

6.1(3) The approved terms of reference may provide that the environmental assessment consists of information other than that required by subsection (2). 1996, c. 27, s. 3.

Section 6(2) of the EA Act:

6(2) The proposed terms of reference must,

(a) indicate that the environmental assessment will be prepared in accordance with the requirements set out in subsection 6.1 (2);

(b) indicate that the environmental assessment will be prepared in accordance with such requirements as may be prescribed for the type of undertaking the proponent wishes to proceed with; or

(c) set out in detail the requirements for the preparation of the environmental assessment. 1996, c. 27, s. 3.

Proponents may engage in the use of subsections 6(2)(c) and 6.1(3) of the Act if there is a more defined planning process and more details of the Project are already known. This is generally referred to as a "focused EA". As described in Sections 1.3 and 5.1.2.1 of this ToR, addressing the project's background and context, over the last decade, there has been extensive examination (planning and assessment) of alternative road corridors in and around the McFaulds Lake area, as well as alternatives for interconnecting future mine developments and remote First Nations to the provincial highway system.

Therefore, this ToR proposes that project alternatives (i.e., alternatives to the Undertaking) have been considered to the point where a planning solution for fulfilling the project purpose, as identified by Webequie First Nation, has been identified (i.e., an all-season road corridor). "Alternative methods" for carrying out the Project (different ways of implementing the all-season road corridor) have also initially been identified in the ToR and these will be carried forward in a focussed evaluation in the EA in accordance with EA Act subsections 6(2)(c) and 6.1(3) and the Code of Practice: *Preparing and Reviewing Terms of Reference for Environmental Assessments in Ontario* (January 2014)[3].

The Webequie Project Team acknowledges that assembly and use of the best available information from all sources will be required to conduct the EA. In the context of subsection 6.1(3) of the EA Act, the EA will place significant importance on Indigenous or Indigenous Knowledge information provided by Indigenous communities. Where conflicts between Indigenous Knowledge information and western science information arise, the approach taken will be the one that is most protective of the environment. The assessment will also be guided by the WFN principles of community consultation (referred to as the Three-Tier approach) to engage and consult with other First Nations (refer to **Section 10.1.1** Indigenous Communities Consultation).

The EA for the Webequie Supply Road Project will be prepared in accordance with Sections 6(2)(c) and 6.1(3) of the EA Act and will include:

- A description of the purpose of the Undertaking/the Project;
- A description of and a statement of the rationale for the Undertaking and alternative methods;
- A description of the environment that will be affected, or might reasonably be expected to be affected directly or indirectly by the Project and the identified reasonable alternative methods of carrying out the Project;
- An evaluation of the potential environmental effects and related advantages and disadvantages of the Undertaking and alternative methods to the environment, including measures to mitigate potential adverse effects; net effects; and identification of the preferred alternative method(s) (the Project);

[3] MECP states: "A proponent should use subsections 6(2)(c) and 6.1(3) if there is a more defined planning process and more details of the proposal are already known (for example, the potential alternatives it wishes to evaluate)."

- A description of the Project;
- Anticipated effects to the environment resulting from implementation of the Project;
- Commitments to mitigation and environmental protection measures that are expected to reduce the effects of the Project on valued environmental components;
- A description of the Indigenous community, public, government ministry and agency, and stakeholder engagement and consultation undertaken during the EA process;
- Identification of other/future permits, licences, approvals and other authorizations required to implement the Project;
- Other commitments and assurances, including follow-up environmental monitoring plans, technical investigations, and engagement and consultation programs; and
- Supporting documentation, including baseline surveys, mapping, technical memoranda and reports, and a Record of Consultation.

Detailed technical investigations and assessments will be undertaken for the Project and documented in the EAR/IS for the following:

- Physical Environment (i.e., geology, terrain, soils, including geochemistry)
- Air Quality
- Noise
- Indigenous Knowledge
- Indigenous Land and Resource Use
- Groundwater
- Surface Water
- Vegetation and Wetlands
- Wildlife
- Aquatic Resources (i.e., fish and fish habitat)
- Species at Risk
- Socio-Economic Environment
- Human Health
- Climate Change (mitigation and adaptation)
- Cultural Environment (i.e., archaeological resources, built heritage resources and cultural heritage landscapes)
- Visual/Aesthetic Environment
- Preliminary Engineering Design

It is important to note that investigations/assessments additional to the ones listed above may be undertaken should they be deemed necessary.

4 Description of the Undertaking

This section provides a general description of the Webequie Supply Road Project ("the Project", "the Undertaking"). The project description provided in this ToR represents a "Base Case" or preliminary description of the Project. A more detailed description of the Undertaking will be provided in the EA. The description within the EA will be sufficiently detailed to enable the identification and assessment of potential effects for the construction and operation phases of the Project.

The Project consists of a new all-season road of approximately 107 km in length from WFN to the mineral deposit development area near McFaulds Lake (refer to **Figure 1.1**).

The proposed preliminary preferred corridor for the all-season road consists of a northwest-southeast segment running 51 km from the Webequie First Nation community to a 56 km segment running east before terminating near McFaulds Lake. A total of 17 km of the road corridor is within the Webequie First Nation Reserve lands. The preliminary preferred corridor for the Project for the purposes of the EA and consideration of routing alternatives is approximately 2 km in width, as shown in **Figure 4.1**. Section 5 of this ToR (Description of and Rationale for Alternatives) describes how the proposed preliminary corridor was identified.

A corridor of 35 metres (m) in width, within the broader approximately 2 km wide preliminary preferred corridor, is proposed for the Project to accommodate a permanent two (2)-lane gravel surface all-season road. Waterbody crossing structures, aggregate extraction and processing areas, construction camps and storage and laydown yards form part of the project components and are discussed further in this section.

470000 480000 490000 500000 510000 520000 530000 540000 550000

5890000 5880000 5870000 5860000 5850000 5840000

Winisk Lake

Webequie

Bender Lake

Prime Lake

Muketeri River

McFaulds Lake

Proposed Mining Development

Legend

Route Preferred by Webequie Community

Winisk River Provincial Park

Webequie First Nation Reserve Limits

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Preliminary Preferred Corridor

Date: 2020-03-13	File Number: 649920	Sub Code: 0000
Figure Number: 4.1		Rev. 0

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4.1 Design Considerations and Criteria

Design considerations will be incorporated and evaluated in the EA, and will be aligned with the purpose of the Project. Alternative design considerations, such as those involving waterbody crossing structure types (i.e., culverts, bridges) and span lengths, road alignment and aggregate extraction areas will be evaluated based on site-specific environmental, technical and cost considerations, with input from Indigenous communities (e.g., Indigenous Knowledge), government ministries and agencies, the public and stakeholders. Further discussion on design alternatives for consideration, and the approach for their evaluation, is included in Sections 5 and 8 of this ToR.

Changes to the project design may be made to accommodate Indigenous community, government ministry and agency, public or stakeholder concerns, such as protection/avoidance of cultural or spiritually significant sites, sensitive traditional land use areas (e.g., hunting, gathering, trapping, etc.) and environmental features of importance that include, among others: Environmentally Sensitive Areas (ESAs), waterbodies, wetlands, rare vegetation communities or Significant Wildlife Habitat (SWH). WFN will document how design decisions were made in the context of the issues raised by its community members, other First Nation communities, provincial/federal ministries and agencies, the public and stakeholders.

Basic elements to be included in the road design, or that may be considered to mitigate potential environmental effects, include:

- Structure types (i.e., culverts, bridges), span length, lifecycle, and construction staging methods at waterbody crossings;
- Road attributes, including horizontal alignment, vertical alignment (elevation/profile) and adjustments to the cross-section and right-of-way (ROW) width of the corridor;
- Alternative sites for supportive infrastructure (i.e., temporary laydown and storage areas, construction camps, including access roads to these areas);
- Alternative sites for temporary and/or permanent aggregate extraction pits and production facilities needed for construction and operation of the road, including access roads to these sites; and
- Construction timing (seasonal) and staging along the ROW to minimize potential effects on the natural environment and traditional Indigenous land and resource use.

4.1.1 Preliminary Design Criteria

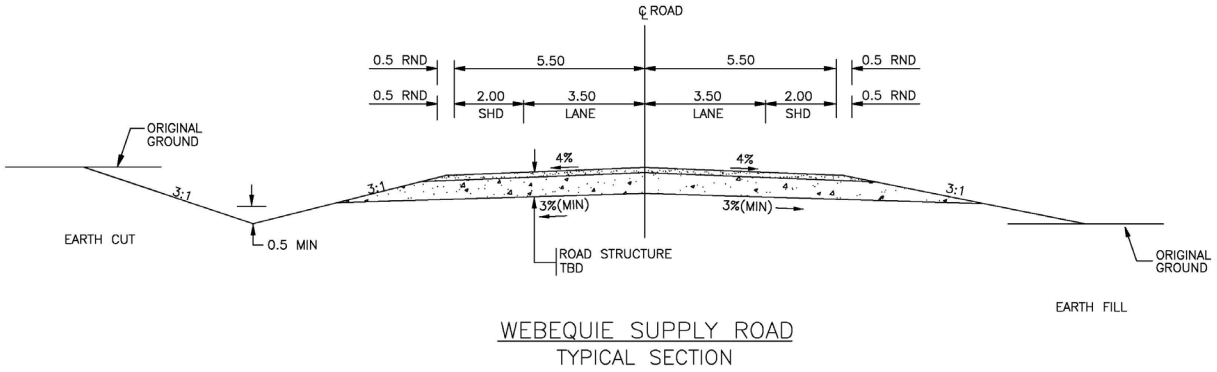
For the purposes of developing the preliminary design criteria for the WSR, a relatively low Annual Average Daily Traffic (AADT) volume of less than 500 vehicles has been assumed for the Project. The design standards for the WSR with respect to vertical curvature, maximum grade and minimum road shoulder width will adhere to those established by the Ministry of Transportation of Ontario (MTO) for provincial highways. The design speed for the WSR is 100 km/h, with an anticipated posted speed limit of 80 km/h.

The road will be gravel surfaced, including shoulders, with material from aggregate source areas that have suitable sand and gravel deposits (e.g., eskers). The design of the underlying subgrade material and its depth below the granular surface of the road will have consideration for the typical vehicle types (e.g., light pick-up trucks, heavy industrial/commercial transport trucks and trailers, etc.) that are envisioned to use the road, including their weight/load. It should be noted that traffic operations will not include mineral ore or mine product hauling. The specific traffic mix (%) of heavy vehicles (e.g., trucks) versus light vehicles will be further examined in the EA.

For the purposes of drainage, the gravel surface of the road will have a cross-fall of 4%. All roadside ditches will be sized for the 10-year Minor System Design Flow and a minimum 100-year Major System Design Flow in accordance with MTO Drainage Standards. Culverts at waterbody crossings will be sized to accommodate a minimum 25-year return period design flow for structures with a total span less than or equal to 6.0 m, and a minimum 50-year return period design flow for structures with a total span greater than 6.0 m (MTO Drainage Standards WC-1, WC-7). A minimum culvert diameter or rise of 600 mm will be provided for circular, elliptical or arch culverts. A minimum 900 mm rise will be provided for box culverts (MTO Drainage Standards WC-8). Structural design for bridges and culverts at waterbody crossings will be carried out upon selection of a preferred road alignment and will take into consideration remote access constraints, material availabilities and the Canadian Highway Bridge Design Code.

A typical cross-section for the WSR is provided in **Figure 4.2**.

Figure 4.2: Typical Cross-Section for the Webequie Supply Road



Road intersections will be designed in accordance with Transportation Association of Canada (TAC) Geometric Design Standards and the MTO/TAC supplemental standards used for municipal roads and provincial highways. Road intersections, as well as other design elements, such as signage, illumination, and commercial/recreational entrances, will be considered in the detail Design Phase of the Project.

Roadside safety is paramount to the Undertaking and, as such, the WSR will be designed in accordance with the MTO Roadside Design Guide (December 2017).

4.2 Components and Activities of the Project

The major components and activities for the Project are as follows:

- Field surveys and other investigations to support the road design and EA, such as LiDAR survey, Ground Penetrating Radar (GPR) survey, geotechnical and environmental;
- Vegetation clearing and grubbing of road right-of-way and supportive infrastructure (access road, camps, laydown areas aggregate extraction areas);
- Road construction within an approximately 35 m right-of-way width over a distance of 107 km:
  - earth excavation and grading activities, including drainage ditches;
  - construction/installation of permanent culverts and bridges at minor and major waterbody crossings;

  - multi-span bridge waterbody crossings ranging in length from 20 m to 250 m;
  - single-span bridge or culvert waterbody crossings ranging in length from 5 m to 20 m;
  - placement, grading and compaction of aggregate material for roadbed;
- Construction of supportive infrastructure:
  - Storage and laydown yards;
  - Temporary access roads, of which some may remain and be formalized as permanent access roads for use during the operations phase of the Project;
  - construction camps (approximately 3), of which one may be retained and formalized as a maintenance yard for use in the operations phase of the Project;
- Development of aggregate extraction areas (i.e., pits and quarries) with crushing/processing facilitieswhich are subject to receiving an Aggregate Permit. One or more aggregate extraction areas may be retained for use during the operations phase of the Project;
- Post-construction clean-up and site restoration;
- Road operation and maintenance:
  - Inspection and maintenance/repairs of road and structures at waterbody crossings, including emergency repairs;
  - Localized surface repairs and full granular resurfacing of road base and shoulder;
  - Winter maintenance – snow clearing and de-icing;
  - Management of vegetation/brush within the corridor;
  - Road drainage system – clean-out/repairs to culverts, ditches and outfalls or ditch inlet structures;
- Environmental effects and compliance monitoring during construction and operations phases.

4.3 Project Phases

Implementation of the Project will occur in phases (refer to Section 4.3.4 for projected timing). The potential interactions with the natural, cultural and socio-economic environments and the potential occurrence of residual impacts are anticipated to be different in each phase. In order to focus the impact assessment, the above key activities can be divided into the three main phases:

- **Construction Phase**: All the activities associated with the initial development of the road and supportive infrastructure;
- **Operations Phase**: All activities associated with operation and maintenance of the road and any other permanent supportive infrastructure (e.g., operations and maintenance yard, aggregate pits) that will be needed for the life of the road; and
- **Decommissioning/Closure Phase**: All activities required to decommission/close the road. The Project will be operated for an indeterminate time period; therefore, retirement (or decommissioning) is not anticipated.

4.3.1 Construction Phase

The construction and commissioning of the WSR is expected to occur within an approximately 33-month period, after securing all the necessary approvals, permits, licences, authorizations and clearances to construct. Pre-construction activities will include field delineation of vegetation buffers and known nearby features of cultural or environmental importance that may require specialized application of mitigation measures or monitoring during construction. Construction activities will continue year-round, with some construction activities being staged and implemented to avoid or minimize potential effects to Indigenous

traditional land and resource use areas and/or culturally sensitive areas/uses, and life cycle periods of wildlife, such as avoiding the clearing of vegetation during the migratory bird nesting period.

The detailed construction staging and sequencing of the Project will be determined in the Detail Design phase through discussions between Indigenous communities and the construction contractor. Construction activities will typically occur during the working hours of 07:00 to 19:00 from Monday to Friday. However, regularly scheduled weekend work may be required to address schedule delays caused by weather or other unexpected conditions. Commissioning of the road for operation will occur shortly after construction is deemed substantially complete. The main construction activities that have the potential to affect the natural, cultural and socio-economic environments include the following:

- Field surveys, staking and layout;
- Vegetation clearing and grubbing;
- Construction of supportive temporary infrastructure that includes storage and laydown yards, access roads/trails, construction camps and aggregate extraction areas;
- Earth excavation, grading and hauling operations;
- Aggregate extraction, processing and hauling operations;
- Construction of the road, including waterbody crossings;
- Emissions, discharges and waste:
    - transport, handling and storage of fuel for equipment and vehicles;
    - handling and disposal of waste oil, lubricants and other fluid products used for the maintenance of equipment and vehicles;
    - storage, handing and disposal of solid waste generated at temporary construction camps/work sites and during operations and maintenance activities (e.g., construction waste, domestic waste, wood, cardboard, plastics, foods, metals, etc.);
    - management and/or disposal of wastewater and sewage, both hazardous and non-hazardous, in the form of liquid effluent generated by the temporary workforce/construction camps;
    - air emissions from the operation of equipment and vehicles, including engine exhaust and dust generation;
    - greenhouse gas (GHG) emissions as result of the construction and operation of the Project;
    - noise emissions from equipment and vehicles;
    - sediment mobilization and discharges from earthwork activities; and
- Clean-up and site restoration, including the decommissioning and removal of temporary infrastructure (e.g., access roads), excluding those which may be formalized and used for the operations phase of the Project.

4.3.2 Operations Phase

During the operations phase of the Project, activities such as the assessment of the condition and operating performance of the road surface, drainage system and structures at waterbody crossings will be conducted regularly along the road corridor. The objective of these routine inspections will be to ensure the road meets the minimum standards for roadside safety and is a reliable connection to allow for the movement of materials, supplies and people from WFN in support of mineral exploration and mine developments in the McFaulds Lake area.

The operator of the WSR is unknown at this time and is part of future discussions and agreement on the ownership and governance of the facility. However, it is expected that the designated operator of the WSR will develop specific operational and maintenance procedures and standards for the road that will be

consistent with municipal and/or provincial guidelines for level of service. It is anticipated that the operating and maintenance activities to be conducted for the Project will include:

- Visual patrols and inspections of the road and structures (bridges/culverts) at waterbody crossings;
- Localized surface repairs and full granular resurfacing of road base and shoulder;
- Dust control;
- Control of vegetation/brush within the ROW;
- Winter maintenance – snow clearing and de-icing; and
- Road drainage system maintenance work – clean-out/repairs to culverts, ditches and outfalls or ditch inlet structures.

There will also be consideration of a number of road use controls that will be discussed between Webequie First Nation and the Province of Ontario during the EA process. How these controls will be executed and enforced will be a function of road ownership and jurisdictional aspects of road operation. It will be particularly important to clarify this for the portion of the roadway that will cross the Webequie First Nation Reserve lands, which fall under federal jurisdiction and are controlled by the First Nation. Some of the road control elements to be discussed include:

- Road access (who will be allowed to use the road and under what conditions);
- Access to and use of adjacent lands for traditional uses or other activities (e.g., mineral exploration, outfitters);
- Vehicle and operator licensing requirements;
- Insurance coverage requirements and general liability; and
- Enforcement/policing responsibility.

4.3.3 Decommissioning Phase

The Project will be operated for an indeterminate time period and decommissioning of the WSR is not anticipated. Should decommissioning activities eventually be considered for some or all project components, decommissioning will be planned and conducted in accordance with the relevant standards and regulatory requirements in effect at that time. If decommissioning activities are required, a detailed review of the potential environmental effects and mitigation measures will be conducted. Consideration of the permanency or temporary nature of supporting infrastructure will be incorporated in the EA process. In addition, a description and consideration of project lifecycle phases (i.e., pre-construction, decommissioning, maintenance and monitoring) will be addressed within the EA.

4.3.4 Project Phasing Schedule

A high-level project phasing schedule is included in **Table 4-1** below; start/end dates are indicative only. Following Detail Design and obtaining all required permits/approvals (projected to be 10 months – March to December 2022), a 6-month Site Preparation period would be followed by a 33-month Construction period, with Operations commencing immediately after commissioning (Q1 2026).

Table 4-1: High-Level Project Phasing Schedule

Activity	2023				2024				2025				2026
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Site Preparation													
Construction													
Commence Operations													

As indicated in Section 4.3.3, the Webequie Supply Road will be operated for an indeterminate time period (i.e., as a permanent facility, beyond the life span of mining operations in the McFaulds Lake area); therefore, decommissioning of the Project is not anticipated.

5 Description of and Rationale for Alternatives

This section of the ToR provides a description of how and why project alternatives were developed, and a comparative screening of the alternative corridors considered to arrive at the corridor within which alignment options (alternative methods for implementing the Undertaking) will be considered to select the preferred option for assessment in the EA study and for more detailed engineering investigations and design development.

5.1 Range of Alternatives Considered

The Ontario EA process requires that two types of project alternatives be considered: "alternatives to" the Undertaking (i.e., functionally different ways of addressing an identified problem or opportunity to arrive at the preferred planning solution) and "alternative methods" of carrying out the Undertaking (options for implementing the preferred planning solution).

5.1.1 Alternatives to the Undertaking

The range of "alternatives to" the Project (i.e., functionally different ways of approaching the opportunities identified by Webequie First Nation to improve the community's economic and social well-being) was limited by the primary objectives of the Project, as determined by Webequie First Nation:

- Establish an all-season corridor that will facilitate the movement of materials, supplies and people between the Webequie Airport and the mineral exploration and proposed mine development activities in the McFaulds Lake area of Northwestern Ontario (specifically, the camps, the drilling/exploration projects and, in the future, mining facilities);
- Provide enhanced employment and other economic development opportunities to Webequie community members, while also allowing them to continue to reside in or around their community's traditional territory, engage in traditional uses of that land, and preserve their language and culture; and,
- Provide experience/training opportunities for youth to help encourage pursuit of additional skills through post-secondary education.

For transportation projects, alternatives to the Undertaking typically include such options as new or improved roads; new or improved rail service, air service or public transit service; the introduction of alternative means of transportation for goods movement (e.g., airships and hoverbarges in this case); or managing travel demand to influence how and when trips are made, or to modify/reduce the need for travel by encouraging the use of alternatives to trip making (e.g., telecommuting, videoconferencing, providing more medical services locally, providing more electronic access to training opportunities). Options also include the null or "Do nothing" alternative.

For the purposes of this assessment, the following alternatives to the Undertaking have been examined:

1. Do nothing
2. Upgrade the existing trail system to seasonal winter road
3. Alternative modes of transportation (hoverbarge, airship, rail)
4. Manage travel demand
5. New all-season road

Method of Evaluation

The analysis of alternatives to the Undertaking was done on a screening level. A number of factors were considered in the comparative analysis:

- *Capital and Operating Costs*
  Project costs will play a significant role in determining the economic viability of the Project. This includes all costs to build and operate/maintain the alternative. Although specific costing was not conducted for this analysis, based on previous experience, comparative costs are understood.
  - Costs to construct any infrastructure (road, railway, loading/unloading facilities, etc.);
  - Costs to operate (vehicles);
  - Costs to maintain (repairs, snow clearing, etc.).

- *Impacts to the Natural Environment*
  Webequie First Nation intends to develop and implement the Project in the most environmentally responsible way possible. A key consideration is maintaining the community's ability (and that of neighbouring communities) to engage in traditional uses of the land and resource base, which means minimizing potential adverse impacts to natural heritage features. Impacts to the natural environment arising primarily from construction were estimated at a screening level based on previous experience and general knowledge of the alternatives being considered. At this level of screening, impacts were considered to fall into one of two categories:
  - Potential general impacts to the aquatic environment resulting from construction/ maintenance at waterbody crossings; and
  - Potential general impacts to the terrestrial environment, primarily as a result of vegetation clearing during construction.

- *Social and Economic Benefits*
  WFN is also intent on maximizing project social and economic benefits in relation to the purposes for pursing the Project, stated above. Although the community will realize social and economic benefits from a number of aspects of building and operating/maintaining any of the alternatives considered, for the purpose of the screening, benefits were generally considered to flow from employment. Generally, the more jobs and the more sustainable the jobs (e.g., year-round versus seasonal employment) the greater the benefits for the community.

- *Reliability/Proven Technology*
  This factor considered the extent to which an alternative, particularly a technology, has been commercially proven to be feasible. Technologies that are new to the market and have not been tested to be economic and reliable at a commercial scale would be a risky investment. Lack of reliability was generally considered to be a critical failure that outright eliminated an alternative from further consideration.

The evaluation was qualitative, in that specific scores and weights were not applied. In many cases, one or more of the criteria were of sufficient concern to eliminate the alternative from further consideration. Alternatives were mostly compared to the all-season road option as a benchmark. A summary of the analysis is provided in the following paragraphs.

5.1.1.1 Alternative 1: Do Nothing – Null Alternative

The null (or Do Nothing) alternative provides a benchmark against which other alternatives can be compared, from a variety of perspectives, including cost/value, environmental effects, social and economic benefits, etc. If the null alternative proves to be the preferred alternative, there would be no undertaking and environmental assessment approval would not be required. This would limit transportation options between Webequie First Nation and the McFaulds Lake area to only the existing seasonal ground connections provided by a series of informal winter trails, and air connection between the Webequie Airport and the air strip at Noront Resources' Eagle's Nest mine.

Although this alternative would result in the lowest capital and operating costs, and the lowest natural environmental effects of all alternatives considered (as there is no project), it does not address the stated primary purpose, which is to provide a cost-effective and sustainable means of delivering goods and services from the Webequie community/airport to support and participate in mineral exploration activities and proposed mine developments near McFaulds Lake and thereby provide economic and employment opportunities to the community. In this scenario, there would be an imputed loss of social and economic benefits to the Webequie First Nation. Reliability does not apply to the Do Nothing alternative, as there is no project.

Despite the advantages of low capital and operating costs and limited environmental impacts, because the Do Nothing alternative will not provide any social and economic benefits to the community, and does not meet the purpose of the undertaking, the alternative will not be included for further consideration, except for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project (refer to Section 8 - Approach to Assessment and Evaluation of Effects).

5.1.1.2 Alternative 2: Upgrade Existing Trail System to Seasonal Winter Road

The existing trail system between Webequie First Nation and the McFaulds Lake area is largely only passable for the entire distance during the coldest winter months[4]. During the other seasons of the year, the trail system is interrupted by intermittent waterbodies, watercourses and large-scale wetlands (muskeg). In addition, the existing trails are narrow and suitable only for snowmobile access. They would have to be upgraded to current provincial standards/specifications for winter roads to facilitate heavy vehicles, such as transport trucks. The seasonal lifespan of the winter road could be lengthened marginally by the addition of permanent bridge/culvert structures across the larger watercourses that tend to open up soonest in the spring.

Upgrading the existing trail system to a winter road would have the advantages of lower capital and maintenance costs and somewhat lower and less permanent environmental effects than an all-season road, but would not return the same social and economic benefits to Webequie community members, as there would not be the opportunity to provide goods and services to the camps and facilities in and around McFaulds Lake throughout the year. Other disadvantages of a winter road connection include:

[4] A Nishnawbe Aski Nation media release at the time of the opening of the Wa-Pik-Che-Wanoog Bridge on the North Caribou segment of the Northern Ontario Resource Trail all-season road stated that "with a changing environment, commercial traffic on winter roads has been open for as few as 28 days in recent years; a significant reduction from 77 days a decade ago."

- Operational period limitations (winter road would only be operational for 5 to 8 weeks a year, depending on weather) and uncertainties (climatic vagaries) resulting in lower levels of reliability and overall economic activity;
- The majority of watercourse crossings will be directly over ice and snow, resulting in environmental impacts;
- Slower travel speeds than an all-season road, resulting in higher delivery costs; and
- Restrictions on the range of vehicle types, including heavy transport trucks.

The winter road upgrade option would result in lower capital costs than an all-season road, and relatively similar operating costs. However, the winter road upgrade would result in higher environmental impacts due to repetitive disturbance year to year, and reliability would be low due to the seasonality of the haul window and the uncertainty of the length of the winter season. Because the purpose of the supply road is to facilitate the safe and reliable transportation of goods and services between the Webequie Airport and existing mining exploration and future mine operations activities in the McFaulds Lake area, the limitations/disadvantages of an all-season road are not considered significant enough to offset the benefits of an all-season road, as it would not provide the level of social and economic benefits that are desired.

For these reasons, this alternative will not be considered further in the EA process.

5.1.1.3 Alternative 3: Alternative Modes of Transportation

Three (3) alternate modes of transportation were evaluated – hoverbarge (hovercraft); heavy lift airship (dirigible); and a new rail corridor.

Hoverbarge

Hovercraft technology has had a considerable and successful history, primarily in military and first response applications. The technology is uniquely suited to accessing rugged terrain and delivering cargo and people to isolated locations, and models have been developed for cold weather application (refer to **Figure 5.1**).

Figure 5.1: 200t Cold Weather Heavy Lift Hoverbarge (2009)

Sources: Marinelink.com and Hover Freight Air Cushion Systems

There are many general advantages of hovercraft:

- They can be assembled in a modular format at site or can be flown assembled to site (depending on size and weight and the design characteristics of the runway);
- They operate on conventional diesel fuel; operating costs are much lower than conventional aircraft and lower than transport trucks;
- They can access all terrain types, allowing all-season operations, although it is unclear if the technology has been proven on the range of terrain found between the James Bay Lowlands and the upland areas around Webequie;
- The hovercraft landing system, with “suck down” capability, allows for multi-surface operation and load transfer on land, water, ice and snow, while roll-on-roll-off (Ro-Ro) cargo loading/unloading capability facilitates heavy load operations;
- No substantive infrastructure is required for Ro-Ro operations;
- No direct impact to the environment, as they exert a ground pressure of 2.0 KPa or 0.33 pounds per square foot (less than the human foot); and
- Some craft can be operated as either passenger or cargo payload, providing some flexibility in application.

However, there are concerns/disadvantages to hovercraft technology that reduce its attractiveness for use on this project:

- Higher payload vehicles or hoverbarges (most typically with a payload of up to 50 tonnes) are rare in the marketplace and largely untested in commercial applications;
- At 50 tonnes, the payload of a hoverbarge is similar to that of a conventional 18-wheel transport truck. A comparable fleet of hoverbarges has never been commercially attempted;
- A cleared road/runway is required that must be kept clear of vegetation, although the specification and cost to maintain a corridor for hoverbarge is likely slightly less in comparison to a winter road and far less than an all-season road; and
- There is currently no company that is commercially manufacturing heavy lift hoverbarges; those companies that have in the past are no longer in operation.

One of the biggest advantages of this technology is that it can extend the life of a winter road into the warmer months of the year without having to build the road to the higher specifications of an all-season road. Conventional transport trucks could be used to supplement the hoverbarges in the winter months (operating season of the winter road), and the hoverbarges could continue providing service the remainder of the year. Alternatively, the conventional transport truck fleet could be entirely replaced by the similar payload hoverbarges to avoid duplication and redundant operating costs. Either way, this option would likely achieve the desired level of social and economic benefits.

However, despite some advantages, overall, the lack of proven technology, particularly in terrain similar to the project area, unproven commercial-scale operations and the lack of manufacturers, makes this an uncertain and unreliable choice over more conventional modes of transportation. In addition, although direct impacts would be very low once in operation, and operating costs are expected to be lower than conventional transport trucks and aircraft, the technology requires a cleared road equivalent to a winter road, resulting in similar environmental effects to the winter road alternative. Because of the general unreliability and unproven nature of the technology at the desired scale, this alternative will not be considered further in the EA process.

Heavy Lift Airship (Dirigible)

The dirigible was used in the 1930s and 1940s as an alternate mode of transportation to conventional aircraft. These 'lighter than air' ships were typically filled with a combination of helium and hydrogen. The infamous Hindenburg disaster, which resulted in loss of human life when the hydrogen ignited, resulted in the demise of the airship. However, in recent years, with advanced aerospace technology, the airship has enjoyed a resurgence, with several companies taking prototypes to commercial production. Now filled primarily with helium, the risk of combustion has been eliminated. In addition, the technology has been advanced, making modern airships 'heavier than air', which means they can be loaded and unloaded at ground level, eliminating the need for specialized mooring and loading/unloading infrastructure (refer to **Figure 5.2**). In addition to reducing costs and increasing practicality, this has also extended the range of terrain that can be accessed by the airships.

Figure 5.2: Lockheed Martin LMH-1 Hybrid Heavy Lift Airship

Source: Gasworld.com and Lockheed Martin

Although prototype heavy lift airships are achieving over 1,000 tonnes of payload (making them equivalent to sea borne cargo ships), most airships that are at or close to commercial production are achieving between 50 and 200 tonnes of payload. Fifty (50) tonnes of payload is equivalent to a conventional transport truck.

Unfortunately, similar to the hoverbarge, the heavy lift airship remains largely unproven commercially. Although some manufacturers report that orders have been placed, there is, as yet, no commercially operational fleet anywhere in the world. This may change over the next several years as orders become operational airships.

There are a number of advantages to heavy lift airships over alternative modes of transportation:

- Airships are far more fuel-efficient than conventional aircraft, which must constantly burn jet fuel to stay aloft;
- Costs are 80-90% less than equivalent payload aircraft to purchase and operate; operating costs are similar to transport trucks and rail (point to point);

- ‘Heavier than air’ technology removes the need for mooring and loading/unloading infrastructure; and
- No formal access roads are required between loading/unloading points, resulting in very low to no negative environmental effects.

Although the advantages of airships are attractive, and the desired level of social and economic benefits could potentially be achieved, the small payload of models that are close to or in commercial production are small. In addition, the lack of a proven commercial track record also remains a concern. Because of the general unreliability and unproven nature of the technology at the desired scale, this alternative will not be considered further in the EA process.

New Rail Corridor

This ToR recognizes the results of transportation investigations conducted in relation to the feasibility of rail transport in the region, including the KWG analysis and the Cliffs Integrated Transportation System that optimized all-season road connection of the Black Thor mine assets and facilities with the provincial highway system and the CN Rail system at Highway 584 near Nakina, as summarized by the Northern Policy Institute in its “Roads, Rail and the Ring of Fire” commentary paper (refer to **Appendix A - Relevant Background Studies, Provincial Plans and Policies**). The all-season road option was preferred over a heavy rail system from a cost, constructability and First Nations community benefits perspective. Although the long term advantages of the rail (vs road) option were recognized, rail capital costs in the order of 50% higher than road costs made the rail option less feasible. Similar arguments can be applied to planning alternatives for the WSR Project. More importantly, it should also be noted that advantages accruing to the rail options studied previously were associated with the movement of mine product; the Webequie Supply Road will not be used for this purpose, and the cost of constructing and maintaining rail infrastructure is not warranted for the type and volume of traffic envisaged.

Source: Railpictures.net. Photo by Mike Robin

There is currently no rail service between Webequie and the McFaulds Lake area and, historically, private sector proposals for serving the area have focused on a north-south connection between the Ring of Fire area and the national (CN Rail) corridor at Nakina (Northern Policy Institute, 2015). Similar to the hoverbarge option, a new rail right-of-way would have to be cleared (and maintained) through a “greenfield” environment. Further, establishing the infrastructure for such service is not aligned with provincial development plans and policies for the area under consideration (including lack of a connection to any existing or proposed rail network); would not be cost-effective (primarily due to the capital cost of constructing the line over steep terrain and thick peat deposits); and is considered beyond the financial means of Webequie First Nation under current and prospective funding agreements.

A rail line would likely achieve the desired level of social and economic benefits. Environmental impacts would likely be similar to those caused by construction and operation of an all-season road. The technology is also proven and reliable. However, the capital costs of this option would be much higher than all other options with very little, if any, additional benefits over other options. For these reasons, a heavy rail connection will not be carried forward for further consideration in the EA process.

5.1.1.4 Alternative 4: Manage Transportation Demand

Travel demand management mechanisms, such as modifying or reducing the need for travel by encouraging the use of alternatives to trip making (e.g., telecommuting, videoconferencing, providing more digital access to training opportunities), are deemed to be an auxiliary benefit of any long-term plan for introducing a corridor within which enhanced communications technology (broadband) can be installed.

Therefore, under the right circumstances, this alternative could be implemented in combination with a road and within the same timeframe.

5.1.1.5 Alternative 5: New All-Season Road

For application to this project, an all-season road is a conventional road, similar to those within the provincial highway network, which can be designed to different specifications depending on the type and volume of traffic using it and the cargo to be hauled from point to point.

From a technical perspective, an all-season road between Webequie and the McFaulds Lake area would have a number of general disadvantages compared to an upgraded winter road and most other alternative modes of transportation:

- Significantly higher capital and operating costs;
- Requires major planning, engineering and environmental review; and
- More costly to rehabilitate at closure.

However, there are a number of advantages to an all-season road that offset the disadvantages of a seasonal winter road upgrade:

- Provides services year round, resulting in more reliable passenger travel and delivery of goods and services to the mining explorers and operators in the McFaulds Lake area;
- Higher design standards, resulting in higher traffic speeds, accommodation of a wider range of vehicle types (including heavier trucks), and lower delivery costs;
- Less significant environmental effects to permanent watercourse crossings due to less frequent disturbance;
- Higher level of safety for travellers; and
- Increased overall economic activity, resulting in greater social and economic benefits to the Webequie community and others that participate in road development and the delivery of goods and services.

The all-season road is a reliable mode of transportation that would achieve the desired level of social and economic benefits. Although the environmental impacts of an all-season road would be higher than some other alternative modes of transportation, most of these are considered too unreliable to consider further in the analysis. Also, although the capital costs of an all-season road would be higher than most options other than a rail line (much higher costs), the general reliability and the potential for achieving the desired levels of social and economic benefits make this a very attractive alternative.

5.1.1.6 Preferred Planning Alternative

As discussed in the preceding report sections, a number of different alternatives were assessed for meeting the project objectives. Having considered the balance of advantages and disadvantages of each

alternative, the preferred alternative is the construction of a new all-season road between Webequie and the McFaulds Lake area.

Heavy lift airships and hoverbarges are not considered to be proven technologies and costs are somewhat uncertain, although likely comparable to transport truck haul costs. Current models of both technologies have limited payloads that would necessitate having a fleet of vehicles to provide comparable payload to a fleet of transport trucks. Although the heavy lift airship has the advantage of not requiring a cleared corridor, the hoverbarge would require clearing and corridor maintenance similar to that of a winter road. Overall, these technologies are not preferred.

The other modal alternative (rail) is also not preferred, primarily due to comparatively high capital costs and lack of a connection to any existing or proposed rail network.

In comparing a winter road upgrade to an all-season road, the all-season road option is preferred. Although it will result in higher capital and operations/maintenance costs, an all-season road will provide a safer and more reliable means of transporting goods and services throughout the year. This will maximize economic development opportunities, which, in turn, will maximize social and community benefits. There will be environmental effects resulting from the construction and operation of both types of road. Some argue that the recurring effects of annual construction of a winter road could be cumulatively greater than the initial construction impacts of an all-season road and the lesser ongoing impacts during operations. However, significant environmental effects of either type of road can be avoided through proper routing/alignment selection and/or can be sufficiently managed with mitigation to avoid significant effects.

One of the greater potential effects of an all-season road will be the development of aggregate supply sources. These impacts, and other impacts associated with construction and operation of an all-season road, will be examined in detail during the environmental assessment process.

Travel demand management mechanisms, such as modifying or reducing the need for travel by encouraging the use of alternatives to trip making, are deemed to be an auxiliary benefit of any long-term plan for introducing a corridor within which enhanced communications technology (broadband) can be installed, and can be implemented in combination with the supply road.

In addition to the foregoing rationale, developing a new all-season road between Webequie and the McFaulds Lake area is deemed to be the most reasonable alternative for the following reasons:

1) It best addresses the project purpose and objectives, as stated by Webequie First Nation, including providing new and enhanced opportunities to improve Webequie's economic and social well-being; and

2) Given current and projected available resources (people and financing), it is the likeliest alternative to be within Webequie's technical and economic abilities to implement. Funding sources will be further explored in subsequent stages of project development.

The selected planning alternative is also consistent with provincial government plans and policies for growth and development in the region, including the Ring of Fire area, as discussed in Section 1.4.

Therefore, in keeping with the focussed approach to the EA, the preferred planning alternative (developing a new all-season road) has been carried forward to the initial consideration of alternative methods of carrying out the Undertaking, which are addressed in Section 5.1.2 of the ToR. The Do Nothing option will also be carried forward as a comparator in the EA study for the purposes of assessing the overall

advantages and disadvantages of proceeding with the preferred method of implementing the Project in relation to maintaining the status quo (i.e., not addressing the stated purpose and objectives of the Project).

5.1.2 Alternative Methods of Carrying Out the Undertaking

Having identified the implementation of an all-season supply road as the preferred planning solution to fulfill WFN community objectives, this section of the ToR provides an initial examination of alternative methods of carrying out this plan. It should be noted that all alternative methods of implementing the Project are considered conceptual at this point, since limited design work has been conducted to date, and are referred to as "Alternative Concepts". Each road corridor under consideration is approximately 2 km in width, within which the supply road (35 m right-of-way) is located along the centreline of the corridor. The 2 km width provided flexibility in refining/developing centreline options for evaluation during the screening process. Details of this approach are presented in Section 5.1.2.3 below.

5.1.2.1 Background and Context

Section 1.3 and **Appendix A** of this ToR provide information on the various road/transportation studies that have been conducted in the Webequie First Nation/McFaulds Lake region over recent years. These studies included:

- Winter Road Re-Alignment Study (2008);
- Cliffs Ferroalloys Black Thor Mine Integrated Transportation System (2011);
- Noront Resources Eagle's Nest Mine Access Road (2013);
- All-Season Community Road Study (2016); and
- All-Season Community Road Study – Phase 2 (2017).

All of these investigations and initiatives provide context for the development of the Webequie Supply Road and have contributed inspiration to Webequie First Nation for the planning and development of the supply road, with the overarching goal being to bring socio-economic opportunities and prosperity to the community.

Table 5-1 provides a chronological summary of the foregoing studies and other decisions that have supported and led to the development of the Webequie Supply Road Project.

Table 5-1: Chronological Summary of Activities That Led to Development of Webequie Supply Road Project

Activity/Date/Status	Summary of Results/Decisions
Cliffs Ferroalloys Black Thor Chromite Mine, McFaulds Lake, Ontario **Ontario EA** Designation (voluntary agreement): Granted Date submitted: June 2, 2011 Decision date: August 5, 2011 Terms of Reference: Submitted Date submitted: July 27, 2012 Expiry of public comment period: August 26, 2012 - Terms of Reference (amended): Submitted Date submitted: January 25, 2013 _____ **Federal EA - CEAA** Reference Number: 63927 Federal Responsible Authorities: Fisheries and Oceans Canada, Natural Resources Canada and Transport Canada Proponent: Cliffs Natural Resources Inc. Environmental Assessment Commenced: September 22, 2011 Environmental Assessment Type: Transitional Comprehensive Study Status: Environmental assessment terminated prior to completion	Cliff's started its EA in June 2011. During the engagement and consultation process, Cliffs asked Webequie FN if it would consider being a proponent for a "secondary winter road, possibly, a future secondary all-season road" from Webequie FN's airport to the proposed mine site. At the time, it was believed by Cliffs that the Winter Road from Marten Falls FN to the proposed mine site was "untested terrain" and that Cliffs needed a "secondary Winter Road" in the event of a winter road breakdown during the mobilization of equipment and material at the pre-construction stage over the north-south Winter Road; then Cliffs would have a secondary Winter Road from Webequie FN's airport. Cliffs was willing to pay for the construction and maintenance of the secondary winter road. Cliffs had a conceptual route for the secondary winter road and came up to Webequie FN in a helicopter to fly over the conceptual route with Webequie FN land users and councillors and a new conceptual route was identified after the flyover from Webequie FN airport to the proposed mine site. This is one of the reasons why Webequie FN decided to do an Airport Re-Development project, so that it can capture economic development opportunities associated with the road to the proposed mine sites.
Noront Eagle's Nest Nickel-Copper-Platinum Mine, McFaulds Lake, Ontario **CEAA/Ontario EA Act** Project Description: Submitted April 2011 Ontario Terms of Reference (amended): Submitted October 2012. The notice of approval for the ToR included the requirement that Noront re-screen four road corridors. CEAA Environmental Impact Statement Guidelines: Issued January 2012 Draft EIS/EAR: Circulated by Noront in December 2013 with comments issued by federal	Noront Resources engaged Webequie First Nation to help identify a preferred alignment for an east-west transportation corridor running from Eagle's Nest Mine to the Pickle Lake area. Webequie assumed the responsibility for identifying a preferred alignment through their territory from Noront and, in doing so, conducted their own internal process of consulting with their community members. A preferred corridor alignment was identified and was subsequently used in the Webequie Community Supply Road Baseline Environmental and Geotechnical Studies Project (2017-18) to help form the preliminary preferred corridor for subsequent further review as

Activity/Date/Status	Summary of Results/Decisions
agencies. Ontario did not provide comments on the draft EIS/EAR, as the document was prepared in advance of the approval of the Terms of Reference and does not reflect the requirement to re-screen four road corridors. As such, the draft EIS/EAR was not deemed by MECP to have any formal status. Amended Terms of Reference: Approved 2015 Current Status of Federal and Provincial EAs: The Noront Provincial EA is currently on hold until there is more certainty about a potential all-season road connection to the provincial highway network to be developed by others. Noront will enter into discussions with MECP when it is ready to restart its EA process. As part of the transition to the new ***Impact Assessment Act*** on August 28, 2019, the Impact Assessment Agency of Canada issued a Notice of Termination of the federal EA under the former CEAA for the Eagle's Nest Project.	part of the Webequie Supply Road Environmental Assessment and Preliminary Engineering Project (2018 - ongoing).
All-Season Community Road Study (ASCRS) 2015-16	Study initiated by four communities in the Ring of Fire region (Eabametoong FN, Webequie FN, Nibinamik FN, Neskantaga FN) to gauge community interest and investigate route options (10 km wide corridors) for connecting the communities to the provincial road network. Nine corridor options were identified and evaluated in detail on the basis of many factors, including: construction cost, ease of connection between neighbouring communities, driving distance and terrain. Two communities, Neskantaga FN and Eabametoong FN, chose not to continue further with the planning process, while (approximately 6 months after completion of the ASCRS) Webequie FN and Nibinamik FN decided to continue the process via the Nibinamik-Webequie Community Road Baseline Environmental and Geotechnical Studies.
Nibinamik-Webequie Community Road Baseline Environmental and Geotechnical Studies (2017-18)	Nibinamik and Webequie FNs participated in baseline environmental and geotechnical studies along a preferred route linking the two communities with the provincial road network near Pickle Lake. Upon completion, Nibinamik FN decided it was not yet ready to proceed further with the planning process, while Webequie FN

Activity/Date/Status	Summary of Results/Decisions
	shifted its focus to baseline environmental and geotechnical studies for a supply road connecting the community with the McFaulds Lake mineral exploration area.
Webequie Community Supply Road Baseline Environmental and Geotechnical Studies (2017-18)	Project began with Webequie community-only meetings of various groups (i.e., youth, elders, land harvesters) to identify a preliminary preferred 2 km corridor alignment. Community members focused almost exclusively on the alignment of the north-south portion of the corridor, as they stated that they had previously identified their preferred east-west route as part of internal discussions to identify a suitable route for the Noront's Eagle's Nest transportation corridor. Once the community-preferred corridor was identified, preliminary baseline environmental and baseline studies were conducted along this alignment.
Webequie Supply Road Environmental Assessment and Preliminary Engineering (2018 - ongoing)	Webequie First Nation is a proponent for an environmental assessment and preliminary engineering study of a proposed 107 km supply road extending from its airport to the McFaulds Lake area. The 2 km wide preliminary preferred corridor is carried forward as part of the study.

These studies served as the foundation for the identification and initial assessment of alternatives for the proposed Webequie Supply Road. Further details of this assessment are provided in Sections 5.1.2.2, 5.1.2.3 and 5.2 below.

5.1.2.2 Alternative Supply Road Corridors

The Webequie Project Team began its investigations on how to implement the supply road project by examining options at a corridor level of detail. As described in the background/historical context narrative (Section 5.1.2.1), over the last decade, there has been extensive examination of alternative road corridors in and around the McFaulds Lake area, as well as alternatives for interconnecting future mine developments and remote First Nations to the provincial highway system. The outcome of these past studies in parallel to the Webequie Supply Road EA have further advanced the planning process towards the identification of alternative corridors and the ultimate future selection of a preferred all-season access road into the area of potential mineral resource development that would add potential benefits and opportunities for WFN.

As a result, the identification of the current alternative road corridors for the WSR EA is limited to those between the Webequie First Nation and the McFaulds Lake area.

5.1.2.3 Initial Identification of Webequie Supply Road Corridor Alternative Concepts

Community Based Land Use Plan

The initial identification of Webequie Supply Road corridor alternative concepts (Alternative Concepts 1 and 2; refer to **Figure 5.3**) is based on the results of previous studies, as well as years of joint community based land use planning work conducted by the Webequie First Nation in collaboration with MNRF, which is ongoing. This land use planning process includes incorporating and documenting land utilization patterns, sites of Indigenous cultural significance and historical and current traditional practices to establish a Webequie Community Based Land Use Plan (CBLUP) in the context of the Ontario *Far North Act*, which provides the authority, purpose, and process for Webequie First Nation community based land use planning. Webequie First Nation started the CBLUP process in 2011. An agreed upon Terms of Reference to develop a CBLUP was jointly signed by WFN and the MNRF in July 2014. The purpose of the Terms of Reference was to set out the practical matters and expectations for Webequie and MNRF to work together and, in consultation with neighbouring First Nation communities, produce the Webequie CBLUP. As such, the Terms of Reference provided a guide for the potential designation of a Webequie Planning Area; and direction on preparing the community based land use plan for that area.

It is important to understand that the WFN is a progressive community that has accepted the responsibility of becoming involved and undertaking a joint community based land use planning process. In this process, Webequie is bringing forward concepts of land use planning that date back several generations, concepts that involve consideration of the community and others. Today, these concepts are the foundation for Webequie's vision for planning. This vision is based on dialogue that has taken place for many generations on land use, and consideration of opportunities and benefits, and also applies protocols and teachings handed down from their ancestors, which has evolved into the Three-Tier planning approach (refer to **Section 10** of this ToR).

As part of the vision for the community, Webequie shows respect for neighbouring communities that have shared the land and, therefore, will incorporate shared interests in the development and implementation of the land use plan. Inherent to the Plan, Webequie has a belief that they are, in fact, stewards of the land and have the need and the right to live off the land. The elders and the community as a whole realize the importance of both development and protection. They also believe that living off the land for sustenance is vital to protect cultural heritage, while understanding that resources in the planning area (as well as in Webequie's broader area of interest) are valuable for the well-being and advancement of the community.

The Draft CBLUP currently in progress addresses the proposed Webequie planning area, providing recommendations for land use areas, land use designations, and activities that are permitted or not permitted in those areas. The Draft Plan recommends eight land use areas, with land use designations of Dedicated Protected Area, Enhanced Management Area and General Use Area (refer to **Section 6.3.6 – Land and Resource Use** for details on permitted/excluded uses in designated areas). All land use designations identified in the CBLUP developed to date are 'Draft' and subject to further revision.

A key planning subject in the Plan, which is relevant to the WSR, is infrastructure and community development. As such, the Plan considers and identifies infrastructure needs and opportunities for the community, potential infrastructure corridors (e.g., transmission lines, winter road upgrades, all-weather roads, fibre-optic lines), and other possible development needs (e.g., mining camps, and airstrips) and, specifically, will:

- Consider interests both within and beyond the planning area (e.g., with regard to alignment of primary corridors);
- Provide zoning within the planning area that will support desired opportunities and interests, and provide strategic direction to protect values and features; and
- Include information, direction or guidance on environmental, economic, social, and cultural interests that can inform and complement environmental assessment processes for corridors.

The Draft CBLUP notes that Webequie and neighboring First Nations have a strong interest in developing all-season road access and infrastructure connections to their communities, and are in the midst of leading studies and planning activities to facilitate this infrastructure, with a focus on access and infrastructure projects to support resource-based economic development, particularly in the mineral sector. It also cites all-season road options for Webequie in the areas west, south and east of the community, which may provide for synergies with access to nearby mineral sector projects. In this context, it is important to note that Marten Falls is in the process of preparing its own Community Based Land Use Plan and a portion of the project area is included in the Marten Falls Terms of Reference CBLUP planning area of interest (refer also to Section 6.3.6 Land and Resource Use for a description of overlapping/shared territories and related ongoing discussions between Webequie and Marten Falls). Further discussions between Webequie and Marten Falls, including a determination of how to proceed with zoning in overlapping planning areas will be required prior to either CBLUP being finalized.

Overarching Criteria for Development of Supply Road Alternatives

In keeping with MECP's Code of Practice for determining a reasonable range of alternative methods for implementing the Webequie Supply Road, the Project Team deliberations included the considerations in the table below:

Questions for Consideration	Response
Do the alternatives provide a viable solution to the problem or opportunity to be addressed	YES Pursuant to the assessment of alternatives to the Undertaking presented in **Section 5.1.1.1** of the ToR, construction of an all-season road constitutes the most viable solution for realizing the opportunities identified by Webequie First Nation.
Are they proven technologies?	YES Although winter roads have historically been the primary means of establishing major ground travel corridors in Ontario's Far North, they are becoming less reliable/safe due to climatic changes (i.e., they may only be operational for 2-3 weeks a year), and First Nation communities have started to participate in the planning and implementation of all-season roads (e.g., Wa-Pik-Che-Wanoog Bridge and North Caribou Lake segment of Northern Ontario Resource Trail). There are proven technologies for construction of all-season roads in the challenging geographical conditions that will be encountered on this project (e.g., use of styrofoam slabs and geotextile/geogrid in peat/muskeg soils).

Questions for Consideration	Response
Are they technically feasible?	YES Although more costly to build and maintain, as noted above, there are various technically feasible design and construction solutions for implementing all-season roads in Canada's northern regions.
Are they consistent with other relevant planning objectives, policies and decisions?	YES As stated in **Section 1.4.2** of the ToR and summarized in **Appendix A**, in addition to the mining context and potential economic development benefits of linking the WFN to the mineralized zone, the Webequie Supply Road is also relevant in the context of broader, long-term provincial growth, development and multimodal transportation initiatives in the region, including: the 2041 Northern Ontario Multimodal Transportation Strategy (Draft); the Growth Plan for Northern Ontario; and Ontario's Mineral Development Strategy.
Are they consistent with provincial government priority initiatives?	YES The all-season road alternatives under consideration during the ToR phase accounted for such initiatives as source water protection, resource (mineral) development, reducing greenhouse gas emissions, protection of endangered species and their habitat, enhancing communications links and reducing reliance on fossil fuels.
Could they affect any sensitive environmental features?	YES The development and screening of alternative road concepts accounted for potential effects on natural, cultural, and socio-economic environmental features and values deemed important by Webequie and other First Nation communities in the immediate vicinity of the Project (caribou habitat, culturally important natural and built features/landforms, areas used intensively for traditional activities, fish spawning areas, seasonal hunting areas, moose mating areas, community spring water sources), as well as potential effects to the broader environment (effects on businesses, archaeological sites and areas with archaeological potential, other sensitive land uses in the context of the WFN community based land use plan, air quality and noise).
Are they practical, financially realistic and economically viable?	YES In terms of, geographical location/extent and configuration, (107 km 2-lane gravel surface within a 35 m right-of-way), development of the alternative road concepts recognized and addressed existing physical constraints and opportunities, as well as financial limitations imposed by existing community

Questions for Consideration	Response
	resources and external public funding sources and mechanisms. In this context, they are considered practical, feasible and economically viable.
Are they within the ability of the proponent to implement?	YES Within the financial limitations imposed by existing community resources and potential external public funding sources and mechanisms, Webequie First Nation currently believes that it is capable of implementing the proposed all-season road concept. WFN is the proponent of the WSR Environmental Assessment. The proponent of road construction will be determined later in the project development process. WFN continues to have discussions with the Province on roles and responsibilities with respect to ownership and construction of the WSR.
Can they be implemented within the defined study area?	YES The practicality of implementing the Project within its established geographic bounds is addressed above (i.e., the Project can be physically constructed within the defined study area). The study area has been defined on the basis of the Webequie First Nation Draft Community Based Land Use Plan. As described in **Section 5.1.2.3** of the ToR, the Draft CBLUP has identified designated use areas within the Planning Area of Interest (PAI). The proposed project road corridor is compatible with the plan objectives and permitted uses for the designated areas within which it is situated. Therefore, there should be no conflicts in implementing the Project from an administrative perspective.
Are they appropriate to the proponent doing the study?	YES Webequie First Nation is the project proponent. Other First Nations in Ontario's Far North and in other Northern regions of Canada have participated in similar all-season road initiatives, although not as the primary proponent. The Project is situated wholly within WFN Reserve lands and/or the community's Draft CBLUP Planning Area of Interest, although peripheral parts of the PAI constitute recognized shared territory with other First Nation communities. Therefore, it is appropriate for WFN to assume proponency for the road corridor alternatives under consideration.
Are they able to meet the purpose of the *Environmental Assessment Act*?	YES The purpose of the *Environmental Assessment Act* is "the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise

Questions for Consideration	Response
	management in Ontario of the environment" (R.S.O. 1990, c. E.18, s. 2). There is a high degree of alignment between the purpose of the Act and purpose of the Project as stated in **Section 1.4.1** of the ToR, particularly with respect to bettering the quality of life for WFN community members by fostering employment and economic development opportunities (refer also to expected project benefits in **Table 7-1** in the ToR). Development of the road alternatives is consistent with these purpose statements. Further, the alternative road corridor concepts have been developed with a view to protecting environmental components of value to Webequie community members and other First Nations that share territory with Webequie (refer to the narrative below describing the development of alternative concepts and **Table 5-4** summarizing the screening of the alternatives). The location of the proposed road corridor within WFN Reserve lands and Webequie's PAI provides the opportunity for the community to assume and maintain a prominent role in managing the road facility in an environmentally responsible and sustainable manner.

Supply Road Alternative Concepts

In 2017, concurrently with the ASCRS - Phase 2 work, the Webequie First Nation conducted an initial examination of alternative corridors between Webequie First Nation and the McFaulds Lake area at a conceptual level, building on the past aforementioned studies and using a community based land use planning approach. This examination considered the input that WFN provided to Noront during the EA for the Eagle's Nest Mine from 2011 to 2014 and, specifically, the East-West corridor alternatives that connected the mine to the provincial highway system at Pickle Lake. This input involved a series of meetings (East-West Group) held between the WFN and Noront (August 2011 to September 2014), and involved a community based evaluation of route alternatives guided by the Webequie First Nation's Local Working Group, made up of community member land users, harvesters, elders, knowledge holders and youth representatives.

The WFN Local Working Group identified sensitivities and features of value for protection that should be avoided, derived from Indigenous Knowledge information and mapping, such as significant hunting areas for moose and caribou and known sacred, burial or spiritual significant sites, as well as respect for land use activities that are shared with neighbouring First Nation communities. In essence, this evaluation allowed for a comparison of the advantages and disadvantages of each alternative corridor. The outcome from this community based evaluation was provided to Noront and, along with input Noront received from other communities, was the basis for the preliminary preferred East-West corridor, as described in the 2013 Noront Draft EIS/EAR for the Eagle's Nest Mine.

From the above collective processes and past studies over several years that adopted a community based land use planning approach for infrastructure development, two (2) alternative all-season road concepts were identified and examined:

1) Alternative Concept 1 – running directly south from the community, following the existing winter road corridor, then east-west to the mineral deposit area near McFaulds Lake; and

2) Alternative Concept 2 – running southeast from the community, then east-west to the mineral deposit area near McFaulds Lake.

As noted above, these alternative methods of carrying out the Undertaking are considered "conceptual" at this point, since limited design work has been conducted to date. The alternatives are described in more detail below.

Both of these alternative methods for implementing the supply road corridor are consistent with the recommended land use areas and designations in the Draft Webequie CBLUP. Specifically, the alternatives are located primarily in the designated "General Use Area" (GUA) and "Other Areas", with a minor segment located within an "Enhanced Management Area" (EMA).

Alternative Concept 1 – Directly South from Webequie and then East-West to the McFaulds Lake Area

The southern interconnection alternative from Webequie First Nation to the proposed East-West section largely follows an old winter road corridor, and was developed during preparation of the Noront Project Description (federal EA) and is documented in their Draft EIS/EAR, with input provided by WFN. The north-south interconnection was proposed to traverse from the south side of the community to intersect with East-West section of the proposed all-season road at a location referred to as "Webequie Junction", when Noront was considering a combined winter road/all-season road with load-out facilities at Webequie Junction.

Webequie Junction was an important intersection for Noront's proposed Eagle's Nest mine project. It was at this location that Noront initially proposed to transition the East-West road from a winter road and slurry pipeline running from the mine site west to Webequie Junction, to an all-season road that would largely follow the existing winter road to an intersection with Highway 599 near Pickle Lake.

Through the community based land use planning process, Webequie community members were engaged in the selection of the southerly link between the community and Webequie Junction, as well as the corridor for the East-West winter road from Webequie Junction into the Eagle's Nest mine site through the Noront Eagle's Nest EA process (2011 - 2013).

Ultimately, an all-season road from Eagle's Nest to the provincial highway system at Pickle Lake was selected as the preliminary preferred road option by Noront Resources in their draft EIS/EAR (2013), which is currently on hold.

Detailed field studies, including biological studies, a Stage 1 archaeological assessment, hydrological studies, geotechnical studies, and other investigations required to support the Noront EA process were conducted to characterize and confirm the constructability of the all-season road and to minimize environmental impacts. Indigenous Knowledge data were also provided by the Webequie First Nation and incorporated into the analysis.

Three alternative corridors between Webequie Junction and Eagle's Nest were examined by Noront that relied on the evaluation and analysis by the Webequie First Nation with respect to avoidance of known features and sensitivities of value to the community, resulting in selection of a preliminary preferred East-West alignment for the all season road.

The southerly connection between the Webequie First Nation and Webequie Junction was not analyzed in the same detail as the alternative East-West corridor alignments to the east of Webequie Junction. However, the old winter road corridor was selected by members of the Webequie First Nation based on the fact that it would not result in impacts to historic sites or areas of cultural significance. It also minimized potential impacts to traditional land uses and important environmental resources.

Alternative Concept 2 - East and South of the Community and then East-West to the McFaulds Lake Area

The initial identification of the east corridor concept (Alternative Concept 2) occurred during studies conducted concurrent to the ASCRS – Phase 2 investigations. Without confidence that Noront's proposed East-West corridor would be the preferred mine access road, and uncertainty that the east-west community road had the necessary support of other First Nations, Webequie leadership has chosen to examine an alternative road corridor that would connect with the community on the east side of the reserve (at the Webequie Airport), and then to the corridor identified by Webequie as the preferred routing for the East-West segment of the all-season road to the mineral deposit area near McFaulds Lake.

Engagement was conducted by Webequie land use planning staff with community land users, elders and community members. In addition to input received through engagement, information from the Webequie CBLUP was used to identify a general corridor concept (initially 5 km in width) that is consistent with the permitted land uses designations in the Draft CBLUP and that avoids lands with significant historic and cultural value, while also minimizing impacts to environmentally sensitive features, such as watercourse crossings and wildlife habitat, and maximizing constructability through proximity to well drained soils (eskers).

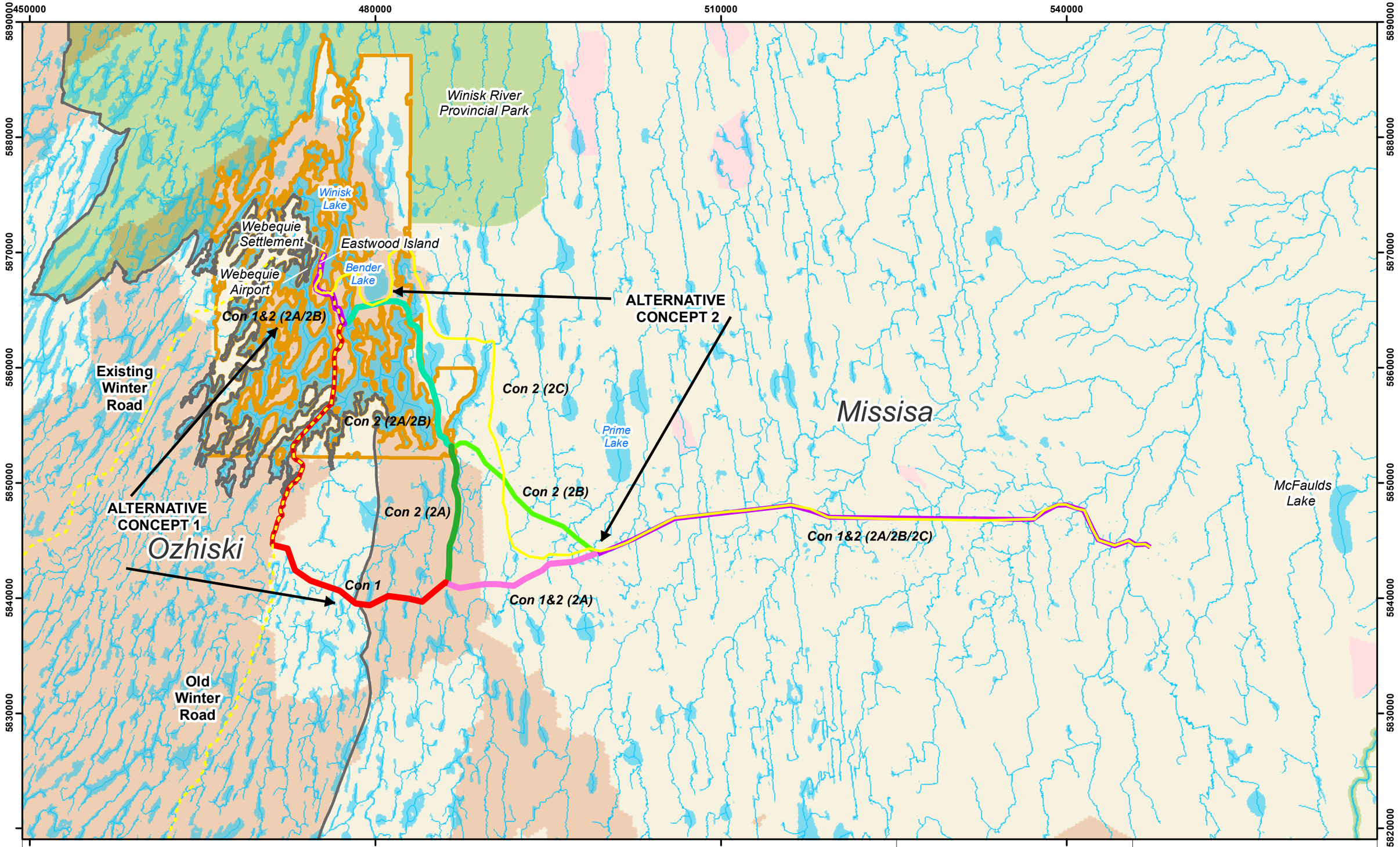
In August 2017, the community engagement consultant and technical consultant conducting baseline fieldwork for ASCRS - Phase 2 visited the Webequie community. Additional in-community meetings were conducted by the consultants in Webequie on October 3 and November 16, 2017 for the purposes of keeping community members aware of project activities and providing them with the technical materials to support intra-community engagement. An off-reserve meeting was also conducted by the consultants on October 26, 2017 in Thunder Bay.

Internal community discussions led by the appointed community coordinator for the Project refined segments of Alternative Concept 2. No refinements to Alternative Concept 1 were made, since this option comprises the old winter road corridor. The community member discussions included various age groups (both independently and together), harvesters and land users, as well as the hereditary chiefs. In order to finalize a preferred corridor, an intense consultation process, involving one-on-one interviews with over forty community members, was conducted between September 28 and October 3, 2017. Participation in the discussion included the use of interactive mapping, with the opportunity to sketch alternatives for the supply road.

The community discussions resulted in the identification of three sub-alternatives for Alternative Concept 2 – Alternatives 2A, 2B and 2C.

Alternative Concepts 1, 2A, 2B and 2C are shown in **Figure 5.3**.

As indicated at the outset of Section 5.1.2, each corridor under consideration (i.e., 1, 2A, 2B and 2C) is approximately 2 km in width, within which the supply road (35 m right-of-way) depicted by the respective coloured line, is located along the centreline of the corridor. These were deemed to constitute a reasonable range of options for addressing the aforementioned project objectives identified by Webequie First Nation. The 2 km width provided flexibility in refining/developing centreline options for evaluation during the screening process.



Legend

Road Alignment Alternatives
- Alternative Concept 1 and 2 (2A/2B)
- Alternative Concept 2 (2A/2B)
- Alternative Concept 2 - Corridor Alternative (2A)
- Alternative Concept 2- Alternative 2C
- Alternative Concept 1
- Alternative Concept 1 and 2 (2A)
- Alternative Concept 2- Corridor Alternative 2B

Boreal Caribou Habitat
- Category 1 - High Use Area (Nursery Use Area)
- Category 1 - High Use Area (Winter Use Area)
- Category 2 - Seasonal Range
- Category 3 - Remaining Areas within the Range
- Winisk River Provincial Park
- Webequie First Nation Reserve
- Winter Roads (Existing and Abandoned)
- Caribou Range Boundary

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Corridor Alternative Concepts for the Webequie Supply Road

Date: 2020-03-11	File Number: 649920	Sub Code: 0000
Figure Number: 5.3		Rev. 0

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5.2 Initial Screening of Webequie Supply Road Corridor Alternative Concepts

The alternative methods of carrying out the Undertaking (all-season road Alternative Concepts 1, 2A, 2B and 2C) were screened to identify a corridor upon which to focus investigations during the environmental assessment. The process for screening the alternatives included an assessment of the advantages and disadvantages of the alternatives against a set of factors that were identified based on both discussions with community members as to project area features and sensitivities that may be affected by the Project and what constituted valued components from the outcome of several community meetings in 2017 and 2018, and criteria inherent in the broader definition of the environment, as required under the EA Act and in accordance with MECP's Codes of Practice.

Based on a consolidated Indigenous Knowledge database prepared by WFN, and information assembled from published sources and field investigations completed to date relative to project area sensitivities, the Webequie community based considerations (valued components) presented in **Table 5-2** were accounted for in developing the evaluation criteria against which the alternative road corridor concepts were screened during the Terms of Reference phase.

Table 5-2: Webequie Community Based Considerations for Screening Alternative Methods

Consideration	Factor/Screening Criterion
Caribou (Boreal population)	
The Missisa Caribou range is considered continuous and spans the ecotone between the Ontario Shield Ecozone and Hudson Bay Lowland Ecozone (MNRF, 2014). The minimum Caribou population in the Missisa Range was estimated at 745 based on winter distribution surveys completed from 2009 through 2013 (MNRF, 2014). A combined low mean annual survival estimate (80%) and low calf recruitment indicates the population was on a declining trend at the time of data collection (MNRF, 2014). Caribou (Boreal population) is a "Threatened" species under the Ontario Endangered Species Act and the federal Species at Risk Act. Only the boreal population of Caribou is listed as a species at risk in Ontario. Caribou require large undisturbed areas of old and mature conifer upland forest and lowlands dominated by jack pine and/or black spruce. They are also found in bogs and fens. Both of these habitat types exist in proximity to the alternative road corridor concepts, as do known caribou travel corridors and nursery areas. Caribou habitat disturbance has become a systemic problem across Canada, which is a significant issue given the amount of time it takes for habitat recovery (deemed to be in excess of 100 years by some First Nation elders).	***Factor 1:*** ***Caribou habitat:*** Community members want to avoid fragmentation of caribou habitat potentially caused by the road corridor.
Natural or Built Features	
There are natural or built features (e.g., hill, historical campsite or cabin) situated on the lands surrounding the built-up area of Webequie community that are important to individual community members, or to the community as a whole. These features may serve as locations for ceremonial rites, storytelling, spiritual	***Factor 2:*** ***Culturally significant features***

Consideration	Factor/Screening Criterion
reflection, or recreational activities; they may be the site of a historically important event; or they may provide shelter during periods when individuals or groups are away from the main community area for several days at a time. Community members have assigned high cultural significance to these features.	***(natural or built):*** Community members do not wish to have these features disturbed in any way.
Traditional Use Areas	
There are numerous locations in close proximity to the built-up area of Webequie that are used intensively and regularly by community members for traditional activities, such as hunting, fishing and resource harvesting/gathering. These areas are important not only because they are rich in fish, wildlife and other resources, but they require fewer costly and supply-limited resources (such as fuel) to reach because of their proximity to the community. These areas may be isolated or grouped in close proximity to each other.	***Factor 3:*** ***Areas used intensively for traditional activities:*** Community members wish to preserve these areas intact.
Fishing	
The Project area is situated within tertiary watersheds of the Winisk, Ekwan and Attawapiskat Rivers. Webequie is situated on Eastwood Island, surrounded by numerous waterbodies that support fish and fish habitat, and provide subsistence and recreational fishing for the community. Fish species that inhabit the river systems include Brook Trout, Cisco, Northern Pike and Walleye (known colloquially as Pickerel). Lake species include Smallmouth Bass, Lake Whitefish, Yellow Perch, Lake Sturgeon and Common White Sucker, as well as many smaller forage fish species. Protection of areas where these fish spawn is critical to the preservation of this important resource.	***Factor 4:*** ***Fish spawning areas:*** Community members are well aware of local fish spawning areas and their associated species, and wish these areas to remain undisturbed.
Hunting	
Wildlife in the project area comprises a number of terrestrial and waterfowl species that are hunted/trapped by members of Webequie and other communities for subsistence use. These include moose, caribou, beaver, snowshoe hare, marten, ducks and geese. Certain areas have habitat characteristics that make them popular seasonally for hunting, such as areas where waterfowl will stage during the period of early spring when open water begins to appear (e.g., north shore of Bender Lake). Webequie community members frequent these areas and have established infrastructure to facilitate hunting activities (e.g., blinds, campsites). Community members recognize that the noise and movement of vehicles during waterfowl staging periods could impact these areas significantly.	***Factor 5:*** ***Seasonal hunting areas:*** Community members wish these areas to be remote or buffered from the road corridor.

Consideration	Factor/Screening Criterion
Moose	
Moose are an important subsistence species for Webequie First Nation. During the moose-rutting (mating) season (September-October) moose are found in different areas than during other seasons. Before the bull moose go into rut, they are usually found in the higher elevation areas. They will seek out cooler and thicker areas of the forest, trying to escape insects and predators. Cow moose and their calves will stay in the lowlands near water. The cows seek out water for food and safety. Calves are vulnerable, especially to wolves and bears; a cow with calf will use the water as an escape when threatened by predators. The amount of daylight (or lack thereof) triggers the rut. When the moose rut begins, and likely for a few weeks before the beginning of the cow moose estrous, the bulls will move down out of the higher elevations to seek out the cows. The bulls will stay in the lower and wetter areas within proximity of the cows to engage in mating. The moose gestation period is in the order of 243 days. The rutting/mating areas are well known to Webequie community members, who understand that the areas have unique habitat characteristics and play a major role in supporting the breeding process.	**Factor 6:** **Moose mating areas:** In order to sustain the moose population, community members wish to ensure that the road corridor avoids these areas.
Source Water	
Source water is untreated water taken from rivers, lakes or underground aquifers to supply private and public drinking water systems. The Ontario Clean Water Act, 2006 is part of the multi-barrier approach to ensure clean, safe and sustainable drinking water for Ontarians, by protecting sources of municipal drinking water such as surface water and groundwater. Surface water is water that lies on the Earth's surface in the form of lakes, rivers and streams. It is drawn into a drinking water system through an intake pipe. Surface water is easily contaminated by pollution flowing over the land or directly into lakes, rivers and streams. Groundwater is the water beneath the Earth's surface, found in the cracks and spaces between soil, sand and rock particles. It is drawn into a drinking water system through a well. Surface water and groundwater can be interconnected, with pollutants finding their way from one to another. Groundwater can also be contaminated by pollutants that are deposited on the surface soil or underground. Groundwater contamination can be much more difficult than surface water pollution to remediate*. There is a significant community source of spring water (groundwater) located 10-15 km southeast of the community. Spring water is used by the community for ceremonial purposes, and some community members use this as a potable water source. Community members recognize the importance of protecting its sources of drinking water, and the potential for the road construction and operation to adversely affect the spring water source area, either directly through excavation activities, or through connections with surface water runoff.	***Factor 7:*** ***Community source of spring water:*** It is important to community members that the corridor be a significant distance from this valuable resource.

* CTC Source Protection Region website: https://ctcswp.ca/the-facts/source-water-protection-in-ontario/.

In addition to the community based traditional land and resource use evaluation criteria, the alternative methods of carrying out the Undertaking were screened against criteria inherent in the broader definition of the environment (presented in **Table 5-3**), as required under the EA Act and in accordance with MECP's Codes of Practice. These and the community's considerations were integrated for the purposes of an initial screening of the all-season road corridor options.

Table 5-3: Additional Considerations Used to Screen Alternative Methods

Consideration	Factor/Screening Criterion
Socio-Economic Environment	
New or relocated roads can displace all or part of existing businesses, or otherwise affect economic viability by changing (reducing or increasing) physical access or visual exposure to passing traffic. Although Webequie First Nation holds the position that provincially registered traplines do not represent spatial limits of traditional use by their members, for the consideration of business interests, it can be stated that the project area intersects traplines registered to Webequie First Nation and Marten Falls First Nation community members. There is limited potential for other effects, since businesses outside the built-up area of Webequie are limited to outfitters' sites generally located in or near Winisk Provincial Park to the north of the Webequie, well removed from the immediate project area.	***Factor:*** ***Business Impacts - Licensed traplines & outfitters***
Cultural Heritage Resources/Environment	
To complement the value attributed to WFN's Natural or Built Features, the following criteria were included to address the considerations that will be important to the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) in assessing the effects of the Project:	***Factors:***
○ Effects on registered archaeological sites, and consideration of areas of archaeological potential, recognizing MHSTCI criteria to identify archaeological potential, where applicable (i.e., proximity to waterbodies or historical travel routes).	***Archaeological potential***
○ Effects to built heritage resources (e.g., old hunting, fishing or trapping camps) and cultural heritage landscapes features (natural; built; sacred or spiritual) identified by Indigenous communities and others.	***Built heritage resources***
○ Effects to recognized burial sites in the context of the *Funeral, Burial and Cremation Services Act* and possible involvement by the Registrar, Burials of the Ministry of Government and Consumer Services (MGCS) and as identified by Indigenous communities.	***Burial sites***
Built Environment	
The supply road is an infrastructure component that WFN would like to integrate with its community land use initiatives. It will also constitute an additional use on lands administered by Canada. Important considerations in these regards are the effects on/compatibility with sensitive land uses that are being contemplated in WFN Draft Community Based Land Use Plan developed to date, and sensitive	***Factors:*** ***Webequie Community Based Land Use***

Consideration	Factor/Screening Criterion
uses on (federal) Reserve lands within the framework of the WFN Comprehensive Community Plan being prepared under the auspices of Crown-Indigenous Relations and Northern Affairs Canada. These two plans are considered together in the context of land use planning aspirations.	***Plan*** ***First Nation reserve land***
Natural Environment	
To meet EA legislative requirements broad effects on surface water; air quality; the acoustic environment; and the project's potential to affect/be affected by climate change, the number of waterbody crossings and potential impacts to water quality; generation of greenhouse gases; and generation of noise emissions have been included as considerations.	***Factors:*** ***Air*** ***Noise*** ***Waterbody crossings***
Technical Considerations	
Soil conditions in the project area comprise primarily rock and muskeg/peat, with limited workable overburden soil, and construction will require installation of numerous waterbody crossings. Constructability is related principally to how challenging it will be to construct the road in such conditions and whether there are discernible differences amongst alternatives in this regard. Another typical constructability element is how construction will be staged over time and the length of the road corridor. This consideration was excluded, since it is expected that staging will be similar for all alternatives. Capital and operating costs are considerations for how the road will be financed/funded, and are expected to be directly related to the length of the road, but will also include consideration of waterbody crossings and soil conditions. Construction capital costs have been estimated on a preliminary basis, but operating and maintenance costs are excluded, since the business model for that phase of the Project has not been established.	***Factor:*** ***Constructability and cost***

Data sources for the above factors were derived from the Indigenous Knowledge database prepared by WFN, review of published secondary sources (as citied in **Section 6.1** of this ToR) and, more specifically, SNC-Lavalin professional knowledge and project experience with regard to the technical considerations related to constructability and cost.

Table 5-4 presents a summary of the comparative analysis results, which identifies the advantages and disadvantages of the all-season road corridor options relative to the aforementioned factors.

Table 5-4: Summary Comparative Analysis of Supply Road Corridor Alternative Concepts

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		ALTERNATIVE CONCEPT 2C		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Socio-Economic Environment									
Business impacts - Licensed traplines & outfitters	All of the alternative concepts intersect licensed traplines; however, Alternative 2C is considered to have a minor advantage, as it intersects fewer known traplines in comparison with the other alternatives. Local outfitters (i.e., escorted fishing and hunting tours) are active on lands to the west of Webequie First Nation and are not known to utilize those lands occupied by the subject alternatives; therefore, all the alternatives are considered equal in that no effects to outfitters are anticipated.								
Areas used intensively for traditional activities (socio-economic and cultural)	-	Alternative runs through traditional use area for 10-20 km	-	Alternative runs through traditional use area for 10-20 km	-	Alternative runs through traditional use area for 10-20 km	Alternative runs through traditional use area for 10-20 km, but these areas are generally less intensively used due to their further proximity from the community of Webequie	-	Alternative 2C offers minor advantage for this factor in comparison to Alternatives 1, 2A and 2B
Seasonal hunting areas	-	Alternative runs very close to significant hunting areas (e.g., waterfowl, moose, etc.) well known to community members	-	Route runs very close to significant hunting areas (e.g., waterfowl, moose, etc.) well known to community members	-	Route runs very close to significant hunting areas (e.g., waterfowl, moose, etc.) well known to community members	Route is further east and away from significant hunting areas (e.g., waterfowl, moose, etc.) well known and used by community members	-	Alternative 2C offers an advantage for this factor in comparison to Alternatives 1, 2A and 2B
Cultural Heritage Resources/Environment									
Archaeological potential[1]	All of the alternative concepts exhibit archaeological potential using the Checklist Criteria for Evaluating Archaeological Potential, Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (2015)[1]. Therefore, no one alternative is considered to have a comparative advantage or disadvantage for this factor. To assess potential effects to archaeological resources, it is proposed that a Stage 1 Archaeological Assessment be undertaken, which will involve consultation with Indigenous communities, review of existing published data sources and information obtained from stakeholders and agencies.								
Burial sites	-	In close proximity to known burial sites	No known burial sites are present	-	No known burial sites are present	-	No known burial sites are present	-	Alternatives 2A, 2B and 2C are similar for this factor and have a comparative advantage over Alternative 1
Built heritage resources (e.g., old hunting, fishing or trapping camps) / Cultural heritage	-	Land user's cabin and hunting blinds are along proposed route	-	In close proximity to known spiritual significant site (Sacred Hill)	-	Land user's cabin is directly along proposed route	Avoids land user's cabin	-	Alternative 2C is preferred, as it minimizes effects to known built heritage resources/cultural heritage landscapes (i.e., cabins, hunting blinds, sacred sites)

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		ALTERNATIVE CONCEPT 2C		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
landscapes (natural; built; sacred, or spiritual sites)				Land user's cabin is directly along proposed route					in comparison to Alternatives 1, 2A and 2B
Built Environment									
Webequie Community Based Land Use Plan/CCP	All of the alternative concepts are consistent with the recommended land use areas and designations in the Webequie Draft CBLUP/CCP; therefore, no one alternative is considered to have a comparative advantage or disadvantage for this factor.								
First Nation reserve land	-	Approx. 37 km of the concept route is within Webequie First Nation Reserve lands	-	Approx. 27 km of the concept route is within Webequie First Nation Reserve lands	Approx. 21 km of the concept route is within Webequie First Nation Reserve lands	-	Approx. 17 km of the concept route is within Webequie First Nation Reserve lands	-	Alternative 2C is considered to a have comparative advantage to the other alternatives for this factor
Natural Environment									
Air	The effects of all alternatives on the potential to contribute to adverse climate change (through greenhouse gas emissions), or be affected by climate change (e.g., exposure to flooding), are relatively similar due to their proximity to each other for a component that is assessed at a regional or sub-regional level. Based on the project schedule (a 6-month Site Preparation period would be followed by a 33-month Construction Period, with Operations commencing immediately after commissioning), the preliminary estimate of greenhouse gas emissions attributable to the Project during construction is 73.2 kilotons of CO_{2eq}, and during the operations phase the annual contribution would be 11.8 kilotons of CO_{2eq}. These contributions in relation to Ontario and Canada-wide totals and future targets are below 0.05%.								
Noise	All of the alternatives have similar potential effects with to respect noise level and spatial extent as a result of equipment and vehicle emissions during site preparation, construction and operation phases of the Project. Therefore, no one alternative is considered to have a comparative advantage or disadvantage for this factor. Noise levels will be managed using Best Management Practices, such as use of proper equipment and adherence to manufacturers' specified maintenance frequencies.								
Caribou (Boreal population) – Species at Risk *Range Condition (includes cumulative disturbance, alignment with existing or proposed disturbance)*	Utilizes currently disturbed/ regenerating lands instead of intact forest Passes through both Ozhiski and Misissa Ranges, reducing cumulative effects to Misissa range compared to other alternatives	Longest alternative and, thus, greatest total contribution to permanent infrastructure and cumulative dirsturbance to to range condition	Passes through lands currently disturbed by human presence along shores of Winisk Lake and cabins present, instead of intact forest, reducing cumulative effect	Entire alternative occurs within Misissa Caribou Range	Passes through lands currently disturbed by human presence along shores of Winisk Lake and cabins present, instead of intact forest, reducing cumulative effects Shortest alternative and, thus, lowest total contribution to permanent	Southernmost portion of road runs through known caribou habitat	-	Alignment has the lowest degree of existing disturbance Represents the greatest cummulatve disturbance effect to Misissa Caribou Range	Alternative 1 is considered to a have comparative advantage relative to the other alternatives

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		ALTERNATIVE CONCEPT 2C		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
					infrastructure and cumulative disturbance to range condition				
Caribou *Habitat protection (area, arrangement, and condition)* *Category 1 habitat – Nursery, winter use and travel corridors* *Category 2 habitat – Seasonal range* *Category 3 habitat - Remaining areas in range*	Avoids possible barrier effect between Winisk Lake and lands to the east Minimizes footprint within Category 2 habitat	Longest project alternative (112.9 km), resulting in greatest overall removal of Caribou habitat	Route skirts western edge of Category 2 habitat areas and minimizes severity of fragmentation Less barrier effect between Winisk Lake and lands to the east, compared to 2B	Contributes to barrier effect between Winisk Lake and lands to the east	Shortest project alternative (95.2 km), resulting in lowest overall removal of Caribou habitat Minimizes footprint within Catergory 2 habitat Route skirts western edge of Category 2 habitat areas and minimizes severity of fragmentation	Contributes to barrier effect between Winisk Lake and lands to the east	Avoids possible barrier effect between Winisk Lake and lands to the east	Arrangement results in greatest vegetation clearing within undisturbed upland habitat in Category 2 habitat	Alternative 1 is considered to a have comparative advantage relative to the other alternatives
Caribou habitat protection (direct impact to Category 1, 2, and 3 habitats)	No direct impacts to Category 1 habitat (General Habitat Description - GHD mapping) Comparable (72.7 km) to the shortest length through Category 2 habitat Likely lowest immediate impact to Caribou habitat	Minimizes effects to Category 1 and 2 habitats, but does not fully avoid Catergory 2 habitat 40.2 km of this alternative passes through Category 3 habitat (GHD mapping), contributing the the longest total alternative (112.9 km)	No direct impacts to Category 1 habitat (GHD mapping) The shortest length passing through of Category 2 habitat (71.9 km; GHD mapping)	Minimizes effects to known caribou habitat areas, but does not fully avoid 32.6 km passes through a single Category 3 habitat area (GHD mapping)	No direct impacts to Category 1 habitat (GHD mapping) GHD mapping indicates that 19.2 km of this alternative passes through Category 3 habitat Shortest total alternative (95.2 km; GHD mapping)	Moderate length of impact to Category 2 habitat (76.0 km), but does not fully avoid	No direct impacts to Category 1 habitat (GHD mapping) GHD mapping indicates that this alternative passes through 21.4 km of Category 3 habitat	Greatest length of impact to Category 2 habitat (85.9 km; GHD mapping) Second-longest alternative (107 km) Likely greatest immediate impact to Caribou habitat	Alternative 1 is considered to a have comparative advantage relative to the other alternatives

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		ALTERNATIVE CONCEPT 2C		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Caribou species protection *(direct mortality due to anthropogenics impacts, and indirect impacts)*	Shorter total length through Category 2 habitat may lower risk of vehicular collisions, limit Moose and Wolf dispersement and limit risk of predation, spread of disease and sensory disturdance in areas of greater Caribou occurrence	Route advantages are short-term and longer total length may create greater lasting risks to Caribou Improves species protection compared to other alternatives, but does not fully avoid adverse effects	Route skirts eastern shore of Winisk Lake through area already disturbed by humans Caribou occurrence may be lower in this areas, reducing risk of collisons compared to 2B and 2C Winisk Lake provides easy movement to this areas for predatory species (i.e., Wolf) that may impose increase risk of direct mortality of Caribou	Improves species protection compared to other alternatives, but does not fully avoid adverse effects	Route skirts eastern shore of Winisk Lake through area already disturbed by humans. Caribou occurrence may be lower in this area, reducing risk of collisons compared to 2C Winisk Lake provides easy movement to this areas for predatory species (i.e., Wolf) that impose increase risk of direct mortality of Caribou	Alignment of 2B may allow for greater ease of access for predators and hunters into undisturbed woodlands and peatlands, compared to 1 and 2A	-	Does not align with existing disturbance to the extent of other alternatives Alignment of 2C may allow for greatest ease of access for predators and hunters into undisturbed woodlands and peatlands, which offer seasonal refuge to caribou	Alternative 1 is considered to a have comparative advantage relative to the other alternatives
Other Species at Risk from preliminary determination of presence (Bald Eagle; Barn Swallow; Bank Swallow; Evening Grosbeak, Canada Warbler; Common Nighthawk; Rusty Blackbird; Olive-sided Flycatcher; Wolverine; Little Brown Myotis and Lake Sturgeon)		Longest total length of road, resulting in greater removal of habitat Represents loss of a portion of diverse upland habitat and associated significant wildlife habitat (Bat roosting habitat)	Minimizes total length of the road through Olive-sided Flycatcher habitat and passes through areas already disturbed by human presence near Winisk Lake (cabins)	Represents loss of a portion of diverse upland habitat and associated significant SAR habitat (Bat roosting habitat)	Minimizes total length of the road through Olive-sided Flycatcher habitat and passes through areas already disturbed by human presence near Winisk Lake (cabins)	Represents loss of significant SAR habitat (Rusty Blackbird and Olive-sided Flycatcher)	Minimizes total length of the road through Olive-sided Flycatcher habitat and passes through areas already disturbed by human presence near Winisk Lake (cabins)	Represents loss of significant SAR habitat (Rusty Blackbird and Olive-sided Flycatcher)	Alternatives 2A, 2B and 2C are similar with respect to potential effects to species and habitat and have a comparative advantage relative to Alternative 1

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		ALTERNATIVE CONCEPT 2C		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Moose mating areas	-	Intersects broad moose mating area south of community	-	Intersects broad moose mating area south of community, but to a lesser extent than Alternative 1	-	Intersects moose mating area south of community	Minimizes the intersect with moose mating area south of the community	-	Alternative 2C has a comparative advantage to Alternatives 1, 2A and 2B, as it intersects moose mating areas to a lesser degree
Fish and fish habitat	-	Alternative runs very close to significant fish spawning areas well known to community members Alternative has high potential effect to fish spawning areas, as it has highest number of waterbody crossings and route length where structures are required to cross waterbodies	-	Alternative runs very close to significant fish spawning areas well known to community members	-	Alternative runs very close to significant fish spawning areas well known to community members	Alternative minimizes potential effects to fish and fish habitat (spawning areas), as it has fewer waterbody crossings and shortest route length where structures are required to cross waterbodies	Alternative runs very close to significant fish spawning areas well known to community members	Alternative 2C is considered to a have comparative advantage relative to the other alternatives
Waterbody crossings (lakes and rivers)	-	Alternative 1 has 49) waterbody crossings Approx. 7.7 km of alternative route length will require structures to cross waterbodies	Alternative 2A has 36 waterbody crossings Approx. 1.42 km of alternative route length will require structures to cross waterbodies	-	Alternative 2B has 31 waterbody crossings Approx. 1.40 km of alternative route length will require structures to cross waterbodies	-	Alternative 2C has 26 waterbody crossings Approx.0.56 km of alternative route length will require structures to cross waterbodies	-	Alternative 1 has the longest route length crossing over waterbodies, and requires a greater number and/or span length for structures in comparison to Alternatives 2A, 2B and 2C. The route length requiring structures to cross waterbodies is considered similar for Alternatives 2A and 2B Alternative 2C is preferred for this factor, as it has the lowest number of waterbody crossings and shortest length that requires structures (i.e., culverts, bridges) to cross waterbodies
Community source of spring water	Distant from community source of spring water	-	-	Close to community source of spring water	-	Close to community source of spring water	-	Close to community source of spring water	Alternative 1 is preferred for this factor

FACTOR	ALTERNATIVE CONCEPT 1		ALTERNATIVE CONCEPT 2A		ALTERNATIVE CONCEPT 2B		ALTERNATIVE CONCEPT 2C		RESULTS OF COMPARISON
	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages	
Technical Considerations									
Constructability	-	North-south section (old winter road) of Alternative 1 has constructability issues due to extensive length of waterbody crossings and poor soil and terrain conditions	-	Conditions in this alternative route include extensive organic terrain of bogs and fens that represent a constructability challenge	-	Conditions in this alternative route include extensive organic terrain of bogs and fens that represent a constructability challenge	-	-	Alternative 1 has the greatest constructability challenges in comparison to Alternatives 2A, 2B and 2C due to length of waterbody crossings All Alternatives share poor soil and terrain conditions (bogs and fens) where there is a common east-west routing direction Alternatives 2A, 2B and 2C have similar constructability issues with respect to soil and terrain; therefore, no one alternative is considered have a comparative advantage
Cost	Alternative 1 is 113 km in length Preliminary estimated capital cost is $238.75 million dollars		Alternative 2A is 104 km in length Preliminary estimated capital cost is $106.40 million dollars		Alternative 2B is 95 km in length Preliminary estimated capital cost is $99.25 million dollars		Alternative 2C is 107 km in length Preliminary estimated capital cost is $91.45 million dollars		Alternative 1 has the highest preliminary capital cost Alternative 2C has a lower cost in comparison to Alternatives 1, 2A and 2B Alternative 2C is preferred for this factor, as it has the lowest preliminary cost

Notes:

[1] Source used to determine archaeological potential is Criteria for Evaluating Archaeological Potential (A Checklist for the Non-Specialist), Ministry of Heritage, Sport, Tourism and Culture Industries (2015). Specifically, an answer of "Yes" was identified for the following questions of the checklist and, therefore, the corridor was deemed to have archaeological potential, with a requirement to be subject to an assessment undertaken by a licensed consultant archaeologist.

1. Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 300 metres of the property (or project area)?
2. Are there present or past waterbodies within 300 metres of the property (or project area)?

Note for 2: Waterbodies (lakes, rivers, streams, springs, etc.) are associated with past human occupations and use of the land. About 80-90% of archaeological sites are found within 300 metres of waterbodies.

The screening of alternative corridor concepts concluded that an easterly corridor (Alternative Concept 2C) is more favourable than Alternatives 1, 2A and 2B. The preliminary preferred corridor (Alternative 2C is shown in **Figure 5.4**. The summary rationale for selection of Alternative 2C is presented in **Section 5.3**.

470000 480000 490000 500000 510000 520000 530000 540000 550000

5890000 5880000 5870000 5860000 5850000 5840000

Winisk Lake

Webequie

Bender Lake

Prime Lake

Muketeri River

McFaulds Lake

Proposed Mining Development

Legend

Route Preferred by Webequie Community

Winisk River Provincial Park

Webequie First Nation Reserve Limits

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Preliminary Preferred Corridor

Date: 2020-03-13	File Number: 649920	Sub Code: 0000
Figure Number: 5.4		Rev. 0

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5.3 Rationale for the Preferred Corridor Alternative

The rationale for selection of the Webequie community's preliminary preferred development corridor (Alternative 2C) to carry forward for more detailed identification and analysis of routing alternatives for the supply road in the EA is as follows:

- Advantage of intersecting fewer known traplines;
- Route is further east and away from significant hunting areas (e.g., waterfowl, moose, etc.) well used by community members;
- Runs east of areas used most intensively for traditional activities south of the community;
- Minimizes intersecting significant moose mating areas located south of the community and north of the proposed east-west section of corridor;
- Minimizes effects to known built heritage resources/cultural heritage landscapes (i.e., cabins, hunting blinds, sacred site);
- Minimizes impacts to Webequie First Nation Reserve lands;
- Minimizes the number of waterbody crossings required;
- Minimizes potential effects to fish and fish habitat, as it has fewer waterbody crossings and shortest route length where structures are required to cross waterbodies; and
- Has the lowest estimated capital cost for construction.

5.4 Development of Routing Sub-Alternatives within Preferred Supply Road Corridor

Since the geotechnical component is expected to have such a significant bearing on development, assessment and selection of the supply road route , during the winter of 2018-19, terrain mapping and related opportunities and constraints were overlain on an approximately 2 km wide band along the community's preferred corridor to identify a set of sub-alternatives. A summary of the preliminary terrain analysis and route assessment is presented in the following sections. Details of the preliminary terrain analysis and route assessment, identifying the optimal route from a geotechnical perspective, are provided in the Supporting Documentation package accompanying the ToR (refer to *Webequie Supply Road: Terrain Analysis, Potential Aggregate Sources & Identification of Route Alternatives, Draft Report* (J.D. Mollard and Associates (2010) Limited, March 29, 2019).

5.4.1 Initial Geotechnical Assessment - Terrain Mapping

Various existing data sources were compiled to interpret and map the terrain conditions within the preferred corridor to identify reasonable route sub-alternatives from a geotechnical perspective. Terrain mapping involved the interpretation of remotely sensed imagery and elevation data, supplemented with existing surficial geology maps, to characterize the landforms, surficial materials, topography, and hydrology.

Based on the terrain mapping, general geotechnical conditions and potential construction issues and risks were identified and assessed, including the characteristics of surficial materials that will form the roadbed foundation (including groundwater and permafrost conditions), availability of borrow and aggregates for construction, and topographic considerations to optimize vertical alignment and reduce cut/fill volumes. At the planning stage, this information can be used to help locate an optimum route centreline within the preferred corridor that respects engineering, environmental and socio-economic considerations.

5.4.1.1 Routing Considerations

In the context of the foregoing considerations, route location criteria included the following:

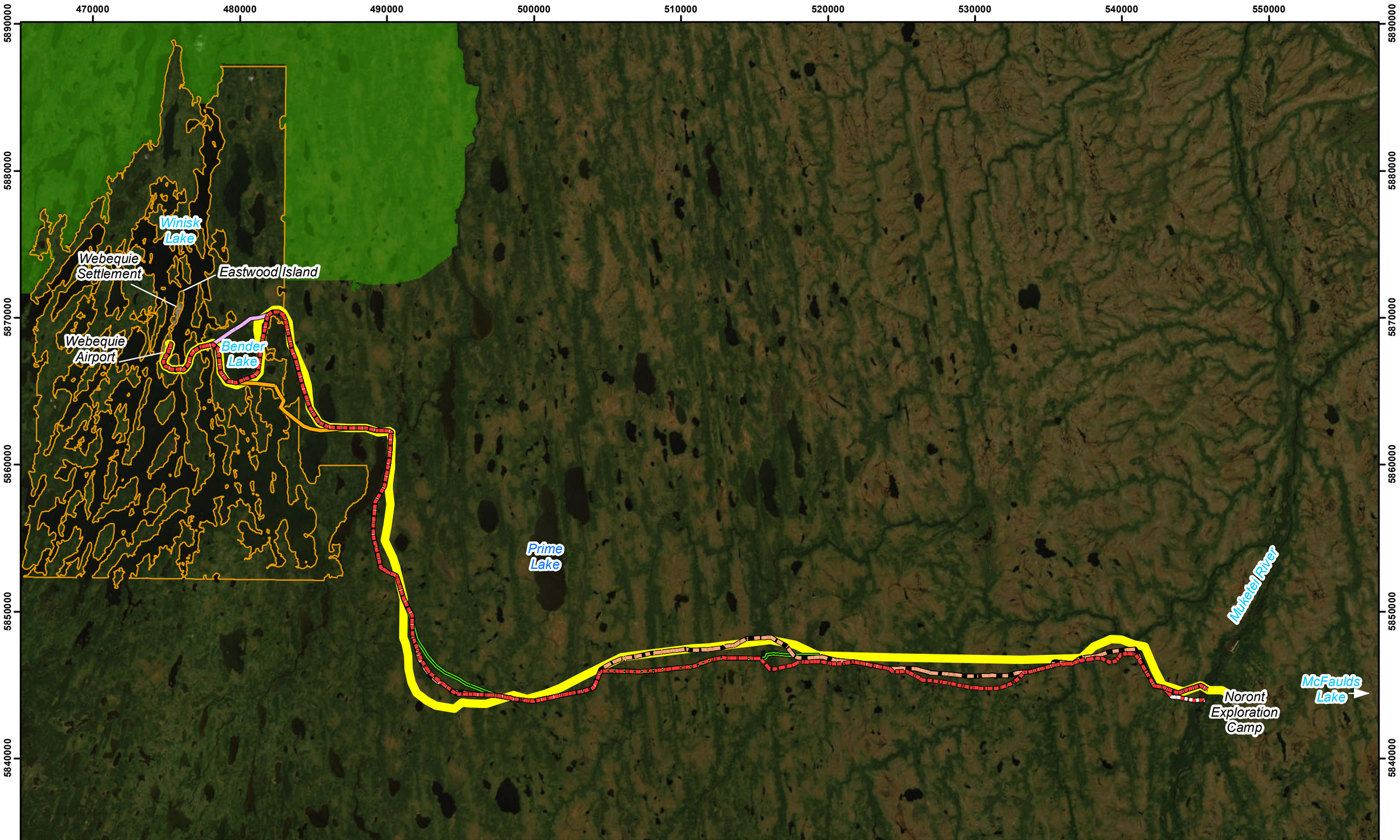
- Route length;
- Surficial material (mineral vs organic soils);
- Bogs and fens;
- Topographic relief and slopes;
- Availability of bedrock borrow (i.e., lack of borrow in some locations);
- Ice-rich peat bogs and fens;
- Extensive wetland and thermokarst-affected terrain;
- Wide river crossings; and
- Proximity to potential aggregate sources.

Route alternatives were identified with a view to: minimizing the total route length; following routes that maximize terrain units of favorable constructability (e.g., glacial till); minimizing traversing units of poor constructability (e.g., fens); minimizing the number and widths of stream crossings; and minimizing aggregate haul distances. While a shorter route is typically preferred, all other things being equal, there can be environmental, engineering, and economic advantages of an overall longer route that follows favorable terrain units and minimizes stream crossings. Terrain units with mineral soils are considered favorable for route construction, while those units with organic soils are considered unfavourable. Bogs are preferred over fens because bogs typically have a lower water table and thinner organic soil.

5.4.1.2 Alternative Routes

A total of six (6) alternative routes were mapped within the proposed preliminary corridor refer to **Figure 5.5**), each of which share various common segments and differ along other segments that offer advantages and disadvantages. Three (3) of the alternative routes differ only in the westernmost segments of the corridor around Winisk Lake and Bender Lake on the eastern approach to Webequie. Routes 1 and 2 diverge around Bender Lake, with Route 1 following a longer path around the south of the lake and Route 2 taking the shorter path to the north that requires a small channel crossing. East of Bender Lake, these routes both pass around the northern end of a long embayment of Winisk Lake. Route 3 cuts across a narrow portion of this embayment of Winisk Lake and passes to the south of Bender Lake, which results in a much shorter route, but requires a channel crossing over the embayment.

Routes 4, 5, and 6 share the same path east from Webequie and along the main north-south segment. These routes differ along the west-east segment that crosses the organic terrains and at the point of crossing the Muketei River. The challenge along this portion of the route corridor is avoiding the extensive fens and water crossings.



Legend

- Geotechnical Alternative 6
- Geotechnical Alternative 5
- Geotechnical Alternative 4
- Geotechnical Alternative 3
- Geotechnical Alternative 2
- Geotechnical Alternative 1
- Community Preferred Route
- Webequie First Nation Reserve
- Winisk River Provincial Park

WSR
WEBEQUIE
SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Route Alternatives for Geotechnical Assessment

Date: 2020-03-11	File Number: 649920	Sub Code: 0000
Figure Number: **5.5**		Rev. **0**

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5.4.1.3 Optimal Geotechnical Route

The optimal route from a geotechnical perspective (refer to **Figure 5.6**) was selected by picking segments from the six alternative routes that best meet the major criteria of route length, terrain conditions, stream crossings, and proximity to aggregate sources. The optimal route minimizes total length in two main locations. The first is in the area southwest of Prime Lake, where the corridor transitions from north-south to east-west at nearly a right angle. By crossing outside of the community's preferred corridor to the north, the optimal route cuts the overall length without adding additional water crossings. The second key location is around Bender Lake, where the optimal route crosses the shorter path northward around the lake. The second location (north around Bender Lake) was ultimately discounted in the optimal geotechnical route because it does not stand the test of avoiding the sensitive waterfowl staging area at this location.

The optimal route was selected to minimize the length of route crossing terrain units considered to have a poor constructability ranking, in particular the various types of fens that feature organic soils and a water table at surface. Overall, this results in a route that is south of the community's preferred corridor along the east-west extent and that lies outside of the corridor along a small portion of the route.

Other geotechnical information, such as the results of the ground penetrating radar (GPR) survey to assess peat thickness, and the geotechnical drilling program to assess road/bridge foundation conditions, will be considered in conjunction with the optimal route during the EA process to further refine routing and alignment assessments and inform design decisions.

470000 480000 490000 500000 510000 520000 530000 540000 550000

5890000 5880000 5870000 5860000 5850000 5840000

Winisk Lake

Webequie Settlement

Eastwood Island

Webequie Airport

Bender Lake

Prime Lake

Mukeiei River

McFaulds Lake

Noront Exploration Camp

Legend

- Optimal Geotechnical Route
- Community Preferred Route
- Webequie First Nation Reserve
- Winisk River Provincial Park

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

Webequie Supply Road

Optimal Geotechnical Route

Date: 2020-03-11	File Number: 649920	Sub Code: 0000
Figure Number: 5.6		Rev. 0

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5.5 Project Infrastructure Alternatives

Figure 5.7 illustrates the location of the alternative routes in relation to project infrastructure and project area features and sensitivities. At this stage of project development, information pertaining to the location of construction infrastructure elements, such as temporary construction camps, aggregate source locations and access roads, is not available and will be determined following further engineering and environmental investigations, including determining how construction will be staged. However, it is anticipated that the alternative scenarios for such infrastructure will include the options described in Sections 5.5.1 and 5.5.2 below.

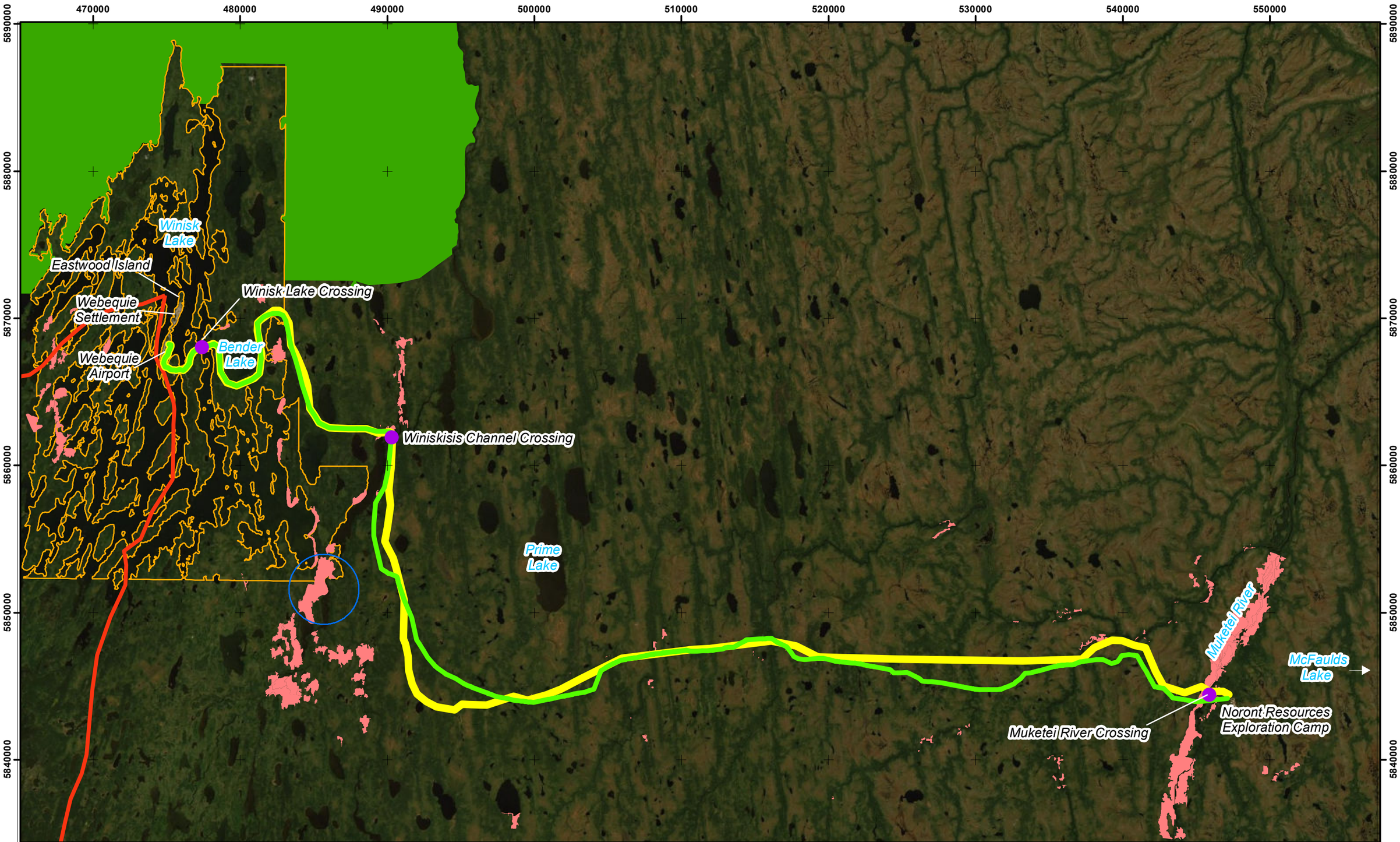
Similarly, due to confidentiality constraints (including those imposed by Webequie First Nation and Government of Ontario ministries), and the need to respect the wishes of potentially affected Indigenous communities with respect to divulging certain information on the use of lands in the project area, it is not possible to illustrate the location or bounds of a number of features and sensitivities, including First Nations' traditional territories, individual camps/cabins, species at risk incidence points, and government-regulated hunting areas (e.g., trapline licences). However, sensitive features and resources are described in general terms in Section 7 – Potential Environmental Effects.

5.5.1 Construction Camps

Accommodation for the construction work force for the Project will be provided through use of small, temporary construction camps (average workforce accommodation – 100). Construction camps are anticipated to be established in close proximity to the proposed road corridor. Options under consideration to accommodate the required construction camps are as follows:

1) As the project hub, the community of Webequie could also serve as the construction base camp. The full work force would be accommodated in temporary quarters there and deployed along the corridor on a daily basis.
2) The work forces may be accommodated at each end of the 107 km construction corridor (Webequie and Noront base camp area).
3) Work camps (estimate approximately 3) may be established at appropriate intervals/feasible locations along the construction corridor.
4) A combination of accommodation options 1 to 3 above.

In addition, it is likely that other supportive site facilities (i.e., laydown areas for materials and equipment storage/maintenance) will be established at appropriate/feasible locations along the construction corridor or located within the construction camps to maximize use of space and minimize impacts.



Legend

- Proposed Major Water Crossings
- Optimal Geotechnical Route
- Route Preferred by Webequie Community
- Existing Winter Roads
- Spring Water Source Location (Approximate)
- Potential Aggregate Sources
- Webequie First Nation Reserve Limits
- Winisk River Provincial Park

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Project Area Features and Supply Road Alignment Alternatives

Date: 2020-03-13	File Number: 649920	Sub Code: 0000
Figure Number: **5.7**		Rev. **0**

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5.5.2 Aggregate Source Locations and Access Roads

The Webequie Supply Road is proposed to be built as close as possible to the natural terrain contours to limit the amount of earthworks and aggregate material required for the road surface. Construction camps, storage yards and temporary/permanent access roads will also be graded in a manner that minimizes the volume of aggregate needed for construction. Locally sourced aggregate will also be required to maintain and operate the supply road. The total quantity of aggregate required is unknown at this time and will be determined during the EA and preliminary design phase of the Project. Surface soils, such as till, are located throughout most of the north-south section of the proposed route of the road corridor, in parts of the east-west section, and in some isolated areas in the middle segment of the proposed road. Most of the middle part of the east-west section is organic deposits. Large amounts of till will be required as a part of earthworks to prepare the subgrade for the road construction. Till deposits are typically a sandy silt to silt matrix and would be suitable for subgrade construction. However, these deposits do not form any raised relief to use as major borrow sites; furthermore, the groundwater table is shallow. Therefore, the road construction may require smaller, frequently spaced borrows pits as they become available along the road.

There are number of aggregate sources locations that provide options for extracting the material needed for the Project. The location of these potential aggregate sources is presented in **Figure 5.7**. A general description and characteristics of the potential aggregate source locations are presented below.

Coarser till, eskers and bedrock are the available source options for aggregate. A limited number of boreholes have been drilled and sampled to date to fully characterize the extent and suitability of overburden and bedrock as aggregate sources, and only limited field observations were possible in 2018 to identify rock outcrops and assess borrow sources, due to snow cover conditions. Based on the data gathered to date, bedrock along the north-south section, consisting of strong, durable granitic rock, is an optional aggregate source and is at shallow depth. Esker formations of coarse till material are also a source option and are present along the north-south section and towards the ends of the east-west section of the proposed supply road corridor. A few bedrock outcrops observed along the east-west section of the supply road may also be suitable as an aggregate source. However, generally, given the absence of any high relief, and the shallow groundwater in the region, several borrow areas and quarries will require further evaluation in the EA to determine their potential for use.

Temporary and permanent access roads from aggregate source locations to the supply road corridor will be required during the construction and operation phases of the Project. Alternative routes for access roads will be considered in the EA, with the objectives of minimizing both haul route distances and adverse impacts to the environment.

5.6 Alternative Methods Carried Forward for Environmental Assessment

5.6.1 Webequie Supply Road Alternatives

The proposed set of supply road alternatives within the proposed preliminary corridor that will be subject to the environmental assessment is presented in **Figure 5.8**. These include the Webequie First Nation community's preferred route for the supply road (35 m right-of-way width) along the centreline of the approximately 2 km wide preliminary corridor and the optimal geotechnical route, also as shown in Figure 5.6.

The corridor between Webequie and the McFaulds Lake area has been divided into the following segments to provide flexibility in the ultimate selection of the preferred alternative, including the potential for development of additional sub-alternatives and combining segments from the community's preferred corridor and the optimal geotechnical route (or other alternatives that may be identified and developed for consideration).

Segment 1 – from Webequie Airport easterly, traversing the lands most intensively used by Webequie community members for traditional purposes.

Segment 2 – the north-south section and the bend connecting to the east-west routing alignment.

Segment 3 – the east-west section across the James Bay Lowlands area. Note: although the majority of the east-west leg of the Webequie Supply Road is coincident with the routing previously developed by Noront in consultation with WFN to serve the Eagle's Nest mine, due to the current status of the Noront proposal (EA is paused; revived EA is not expected to include an all-season road connection to the provincial highway network), this Webequie Supply Road segment should be considered as a separate project from the Noront road.

Segment 4 – the crossing of the Muketei River.

The initial options within each segment have been identified based on the two primary corridors that have emerged from the initial screenings – Webequie community's preferred corridor (C series) and the optimal geotechnical route based on terrain mapping (G series).

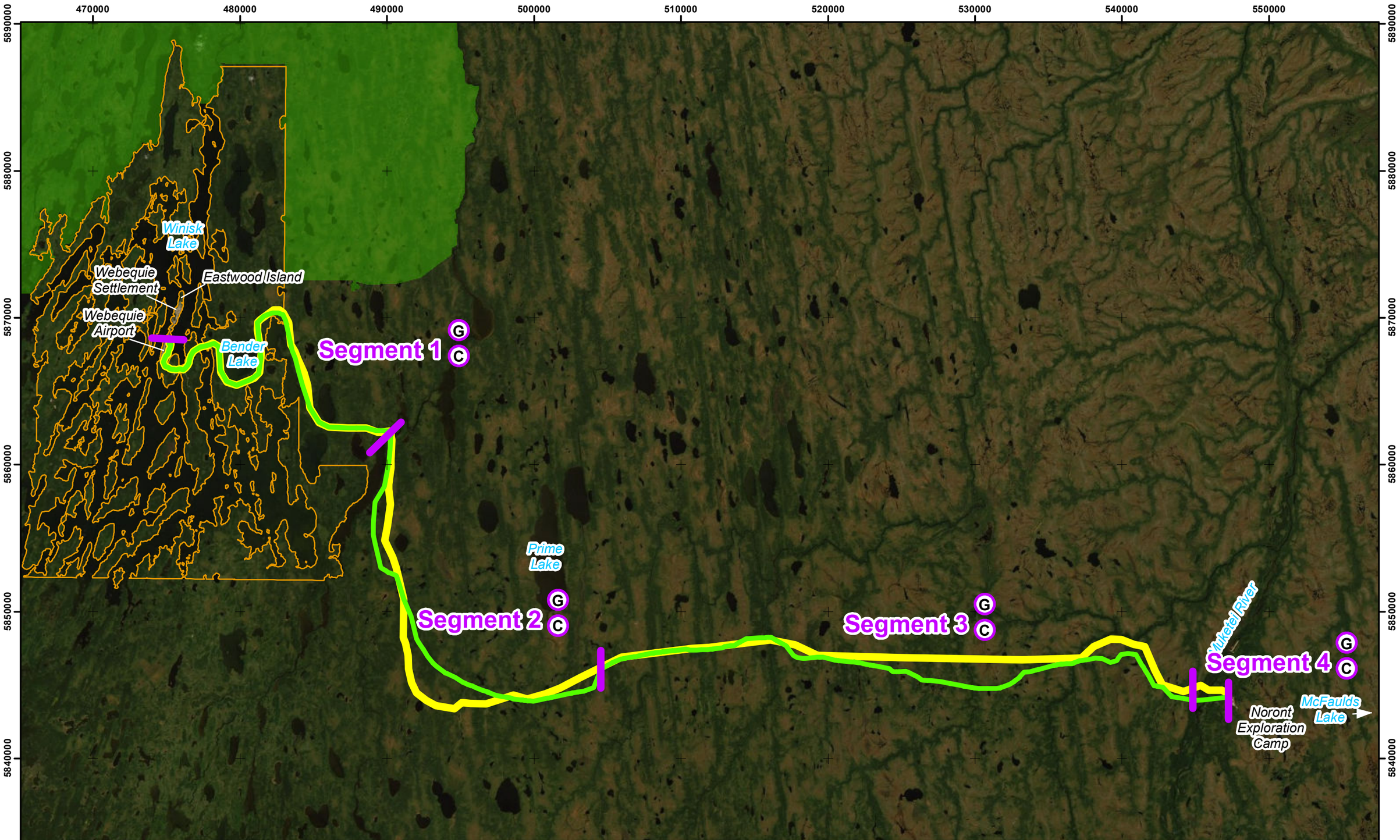
The proposed segmentation of the supply road corridor and the options within each segment will be subject to review and refinement during the environmental assessment process, including the identification and development of additional alternatives, as appropriate.

5.6.2 Project Infrastructure Alternatives

Pursuant to the discussion on project infrastructure alternatives in Section 5.5, the following alternative methods will also be included in the scope of the environmental assessment:

1) Alternative sites for temporary and/or permanent aggregate extraction pits and production facilities needed for construction and operation of the road, including access roads to these sites;
2) Alternative sites for supportive infrastructure (i.e., temporary laydown and storage areas, construction camps, including access roads to these areas);
3) Watercourse crossing structure types (i.e., culverts, bridges), span length, lifecycle, and construction staging methods at waterbody crossings;
4) Road attributes, including roadbed foundation; horizontal alignment, vertical alignment (elevation/profile), and adjustments to the cross-section and right-of-way (ROW) width of the corridor; and
5) Construction timing (seasonal) and staging along the ROW to facilitate construction and minimize potential effects on the natural environment and traditional Indigenous land and resource use.

In addition, as indicated in Section 5.1.1.6, the Do Nothing option will also be carried forward as a comparator in the EA study for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project.



Legend

- Optimal Geotechnical Route (G)
- Community Preferred Route (C)
- Webequie First Nation Reserve
- Winisk River Provincial Park

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

Webequie Supply Road

Proposed Webequie Supply Road Alternatives Carried Forward to Environmental Assessment

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Figure Number: 5.7		Rev. 0

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6 Existing Environmental Conditions

This section describes the existing environmental conditions in the project area (refer to **Figure 1.1**) and the proposed approach to data collection to develop a fulsome understanding of the existing (or baseline) natural, socio-economic and cultural conditions for the Project. The EA will adopt a multi-scale approach for describing existing environmental conditions and predicting effects from the Project. As such, study areas will be used to define the geographic extent within which to capture the potential direct and indirect effects of the Project. The preliminary study area definitions for the purposes of the EA are provided in Section 8.1.

6.1 General Environmental Setting

The Project is located in Northwestern Ontario, with the northern end of the road approximately 525 km northeast of Thunder Bay (refer to **Figure 1.1)**. The Project is located on provincial Crown land, Webequie First Nation Reserve land under federal jurisdiction, and the traditional territories of Indigenous communities (refer also to Section 6.4.6 Land and Resource Use). **Figure 6.1** illustrates the location of the alternative routes in relation to project area features and sensitivities. Due to confidentiality constraints (including those imposed by Webequie First Nation and Government of Ontario ministries), and the need to respect the wishes of potentially affected Indigenous communities with respect to divulging certain information on the use of lands in the project area, it is not possible to illustrate the location or bounds of a number of features and sensitivities, including First Nations' traditional territories, individual camps/cabins, species at risk observations and government-regulated hunting areas (e.g., trapline licences).

The project area lies within the Ontario Shield Ecozone Region of Northern Ontario. This ecozone is known for the Precambrian bedrock, as well as many wetlands and large rivers and streams, which flow to Hudson Bay (Crins et al, 2009) and James Bay (Charron et al, 2014). Bogs and fens also dominate the region, with forest stands on higher ground formed on glacial materials, such as eskers or next to rivers. The project area is within the Big Trout Lake Ecoregion.

Hydrologically, the project area is situated within the primary Southwestern Hudson Bay watershed (refer to **Figure 6.2** information extracted from the 2017 All-Season Community Road Study). The area includes parts of the Winisk-Coast, Ekwan-Coast and Attawapiskat-Coast secondary watersheds, and falls within the following three (3) tertiary watersheds:

- Attawapiskat – Pineimuta River, Muketei River, Attawapiskat River;
- Winisk – Fishbasket River, Wapitotem River; and
- Ekwan – Ekwan River.

The Attawapiskat River flows in a generally easterly direction to James Bay, and the Winisk and Ekwan River systems flow north to Hudson Bay.

Portions of the preferred corridor for the all-season road traverse intact boreal forest (including bogs and fens). The terrain is generally low gradient with large wetland areas, several lakes and ponds, and slow flowing, often meandering streams and rivers. Upland areas are common along river banks and associated with glacial till deposits. These areas, with contrasting vegetation due to much better drained soils, constitute a relatively low percentage of the landscape in the area. Poplar trees dominate upland glacial till deposits, while dense spruce trees typically dominate the stream and river banks.

470000 480000 490000 500000 510000 520000 530000 540000 550000

5890000 5880000 5870000 5860000 5850000 5840000

Winisk Lake
Eastwood Island
Winisk Lake Crossing
Webequie Settlement
Bender Lake
Webequie Airport
Winiskisis Channel Crossing
Prime Lake
Muketei River
McFaulds Lake
Noront Resources Exploration Camp
Muketei River Crossing

Legend

- Proposed Major Water Crossings
- Optimal Geotechnical Route
- Route Preferred by Webequie Community
- Existing Winter Roads
- Spring Water Source Location (Approximate)
- Potential Aggregate Sources
- Webequie First Nation Reserve Limits
- Winisk River Provincial Park

WSR WEBEQUIE SUPPLY ROAD

0 5 10 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Project Area Features and Sensitivities

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Figure Number: 6.1		Rev. 0

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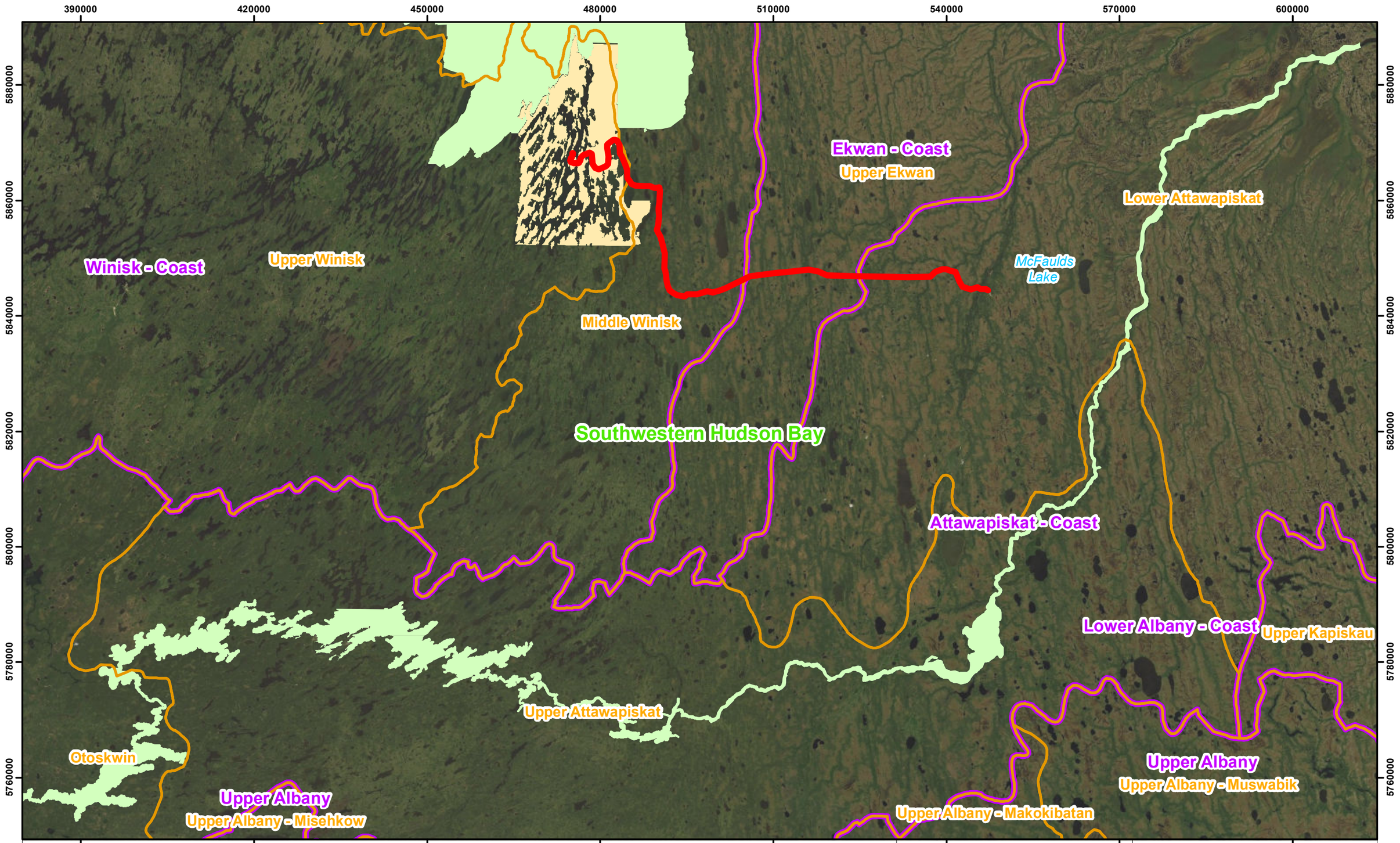

Legend

- Proposed Community Preferred Webequie Supply Road Route
- Primary Watersheds
- Secondary Watersheds
- Tertiary Watersheds
- Webequie First Nation Reserve
- Provincial Parks

WSR WEBEQUIE SUPPLY ROAD

0 5 10 20 Km

N

NAD 83
UTM Zone 16N

Webequie Supply Road

Project Area Watersheds and Subwatersheds

Date: 2020-03-13	File Number: 649920	Sub Code: 0000
Figure Number: 6.2		Rev. 0

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6.2 Natural Environment

The following sections document the existing natural environment (biological and physical components) conditions for the Project. All information collected as part of the natural environment field program and obtained through Indigenous Knowledge transfer from WFN and other Indigenous communities will be used in the EA to determine the preferred corridor and to identify potential effects and proposed mitigation measures for the Project. Information collected for the EA may also be used by WFN to obtain other permits, approvals and/or licences that may be required to proceed to construction.

The description of the existing natural environment conditions in this section includes the preliminary results from the 2017 baseline studies conducted for the Webequie Supply Road as reported in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018). This baseline data is considered preliminary and the full details of these studies and other supplemental studies, including field collection methodologies and results, will be available for review during the EA phase of the Project.

6.2.1 Geology, Terrain and Soils

Surficial geology consists of exposed bedrock, as well as large moraines. Much of the surficial deposit is dominated by silt and silt clay deposits as a result of glaciolacustrine deposition from post-glacial Lake Agassiz. The landscape is weakly broken, with low lying ridges of clay and sand, and extensive peatlands in low lying areas (Crins et al, 2009).

Terrain and topography are generally flat, with some localized relief. Large stretches of the preferred corridor pass through water logged areas/marshes exhibiting poor ground condition, with deeper peat and organics and poor drainage.

The project area is characterized by predominantly flat, poorly drained soils with slow rates of plant decay. As a result, the development of organic soils and peat is common throughout much of the area. The organic surface layer typically ranges from 1 to 2 metres in thickness. It is underlain by a clay/silt till layer up to 2 m thick, and a Quaternary till layer up to 5 m thick. Depth to bedrock ranges from 5 to 12 m below the surface.

Surficial material in the region consists of unstratified post-glacial till interspersed with bedrock outcrops and stratified till. The surficial material in the project area is predominantly silty clay to silt matrix, commonly clast poor with high carbonate content. Soil development in the region varies depending on drainage. Low lying areas consist of organic soils, and soils (regosolic) with limited development (i.e., less than 5 centimetres thick) due to erosion of the landscape or hillslopes with higher water runoff or wind exposure.

Glaciofluvial esker deposits are common in the project area. Eskers are ridges that typically consist of a core of stratified sands and gravels. In esker deposits, the soils are much better drained, there is little surface organic material, and the groundwater table is further below the surface. Eskers are of particular interest for the caribou habitat values analysis at the sub-range and range scales. Being a small proportion of the landscape, eskers may have functions proportionally greater than their area alone might suggest.

The project area is situated within a band of sporadic permafrost that is part of the Discontinuous Permafrost Zone of Canada's permafrost region (National Atlas of Canada, 5th Edition (1995): Canada Permafrost). In the Discontinuous Zone, some areas beneath the land surface have permafrost and other areas are free of permafrost. In the sporadic permafrost band where the project area is located, permafrost occurs in

islands (10-50 % of the land area is underlain by permafrost), varies in thickness (estimated at a few metres in the project area), the active layer (surface layer of soil or rock above the permafrost) may not extend down to the permafrost, and ground ice content in the upper 10-20 m of the ground is categorized as Low (less than 10%). The thickness of the permafrost may be influenced by soil and rock type, snow cover and proximity to waterbodies.

6.2.2 Groundwater and Surface Water

From data available near McFaulds Lake area (Noront, 2013) groundwater is present in the saturated organic material and in unstratified and stratified glacial till (composed of sand, silt and clay). There is also groundwater present in the near-surface and deep bedrock layers. Hydraulic conductivities (K) are on the order of 10^{-4} m/s in the coarser overburden soils, 10^{-6} m/s for the organic soils, and as low as 10^{-7} m/s in the finer soils and bedrock. In general, the hydraulic conductivity of bedrock generally decreases with depth. The groundwater levels in region are thought to range from 0 to 4.9 m below ground surface, with seasonal fluctuations between 0.5 and 1.5 m.

Stream systems are cut minimally into the landscape, and have low slope and slow flows. Due to low relief and low permeability soils, the streams are connected to the overburden aquifer and are not typically connected to deeper bedrock aquifers. The groundwater table in the overburden is typically at or near the surface due to the flat terrain and underlying low permeability silts and clays. Where the low permeability overburden material exists, the shallow overburden aquifer is isolated from groundwater in the deeper bedrock. The permeability of the bedrock is expected to decrease with depth so, in general, the most permeable bedrock aquifer will occur along the bedrock/overburden interface.

The project area has many different types of waterbodies, including streams, rivers, lakes, ponds and wetlands (over 50% of the ecoregion is covered by wetlands). There are several larger rivers in the area, including the Winisk, Ekwan, Attawapiskat, Fishbasket and the Pineimuta Rivers. There are also some very large lakes, such as Winisk Lake in the northeast part of the project area. There is also a vast network of smaller connected headwater streams, ponds and lakes. Many of these smaller streams are part of open fens. Streams in the region are low gradient and have low velocity flow throughout most of the year. The stream banks are typical of low gradient streams and are well defined by earth, boulders, bedrock outcrops and natural levees. Beaver dams are common features on small to medium sized streams. Stream flow peaks in the spring as a result of snowmelt runoff and rainfall runoff from saturated soils. Flows recede through the summer and increase in the fall due to an increase in rainfall and a decrease in evaporation. Flows are normally lowest in winter, and some small streams freeze completely to the stream channel bed. Snowfall is an important component of the hydrologic cycle in the region, as accumulated snow represents a significant stored water component.

6.2.3 Wildlife and Wildlife Habitat

MAMMALS

A background data review for mammal occurrence in the project area indicated that 41 mammal species may occur in the region. This total is largely based on data presented in the *Atlas of the Mammals of Ontario* (AMO) (Dobbyn, 1994).

During the preparation of the Noront Eagle's Nest Mine EA, in advance of an approved ToR, winter tracking surveys were conducted in 2011 and 2012 at three general locations along the proposed all-season road and one location around the Eagle's Nest Mine site. The EA surveys detected a total of 16 mammal

species, the most abundant of which included American Marten, Snowshoe Hare, Fisher, Moose, Gray Wolf, and Red Fox (Noront, 2013). Wolverine was also recorded during the surveys. Three of the four tracking study areas occurred along the preferred corridor for the WSR, and between 11 and 13 species were recorded at each area.

Wildlife surveys were conducted in 2017, as reported in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018). The results of these surveys produced records of 10 mammal species, of which 4 were seen or heard, and 6 were recorded based only on the presence of sign, such as tracks, scat, gnaw marks and houses. A list of these recorded species is presented in **Table 6-1.** A total of 9 mammal species were recorded across the TPA1A route, while 3 species were recorded across the TPA1B route. All recorded species recorded have been reported by the AMO and, with the exception of Caribou (Boreal population), were accounted for through winter tracking surveys.

A group of 7 caribou and a single caribou were recorded. Caribou (Boreal population) is a Species at Risk (SAR), listed as *Threatened,* and is protected under the *Species at Risk Act, 2002* (SARA). The forest-dwelling population of Caribou (Boreal population) is also listed as *Threatened* and is protected under Ontario's *Endangered Species Act, 2007* (ESA). An estimated maximum of 5,000 mature forest-dwelling Caribou (Boreal population) remain in Ontario (COSEWIC, 2014). Within the project area, the highest Caribou (Boreal population) occupancy forms a broad band, averaging 110 km wide, straddling the ecotone between the boreal shield and the Hudson Bay lowlands. The project area for the WSR is situated within this high-occupancy band. Further discussion of SAR and the likelihood of occurrence in the project area is presented in Section 6.3.6.

Table 6-1: Mammals Recorded During Wildlife Surveys (2017)

Common Name	Latin Name	SARA (federal)	ESA (provincial)	Route Observed
American Marten	*Martes americana*	-	-	TPA1A
American Mink	*Mustela vison*	-	-	TPA1A/TPA1B
Beaver	*Castor canadensis*	-	-	TPA1A
Moose	*Alces americanus*	-	-	TPA1A
Gray Wolf	*Canis lupus occidentalis*	-	-	TPA1A
Red Fox	*Vulpes*	-	-	TPA1A
Red Squirrel	*Tamiasciurus hudsonicus*	-	-	TPA1A/TPA1B
Snowshoe Hare	*Lepus americanus*	-	-	TPA1A
Weasel Sp.	*Mustela sp.*	-	-	TPA1A
Caribou (Boreal population)	*Rangifer tarandus caribou*	Threatened	Threatened	TPA1B

BATS AND BAT HABITAT

A review of range maps from Bat Conservation International (2017) indicate that five bat species may occur along the preferred corridor for the Project. These species include Big Brown Bat (*Eptesicus fuscus*) Silver-haired Bat (*Lasionycteris noctivagans*), Hoary Bat (*Aeorestes cinereus*), Little Brown Myotis (*Myotis lucifugus*) and Northern Myotis (*Myotis septentrionalis*). Of these species, Little Brown Myotis, Northern Myotis, Big Brown Bat and Silver-haired Bat are cavity roosting bats, while Hoary Bat is a foliage-roosting bat.

Two bat Significant Wildlife Habitat (SWH) types are recognized for Ecoregion 3W, which include maternity colonies or maternity roosting habitat and hibernacula (MNR, 2017b). During the spring and early summer, most Ontario bat species rely on forest habitat that supports a healthy density of large-diameter cavity trees. Females form maternity colonies in tree cavities that provide a warm, humid microclimate that optimizes gestation and postnatal growth of offspring (Kunz and Anthony, 1982). Trembling Aspen is a tree species commonly found within the project area and may provide suitable maternity roosting habitat by way of woodpecker holes in old trees suffering from heart-rot (Parsons et al, 2003; Psyllakis and Brigham, 2006).

In northern Ontario, bats typically hibernate in caves or abandoned mine shafts or adits, as well as underground foundations. Caves and mine shafts are the important features. Hibernacula are often associated as components of either cliff or rock barren ecosites.

Suitable hibernacula maintain winter temperatures slightly above freezing, have little air circulation and relative humidity is high. From the 2017 surveys conducted, as reported in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018), no habitat features indicative of bat hibernacula, such as caves, karst, old mine shafts, or otherwise were observed during field surveys – either by air, or on foot. Mid-age aspen-dominated deciduous forest was present at one waterbody crossing; however, no cavity trees or snags were observed in this forest patch.

BIRDS

A review of secondary sources indicates that at least 130 bird species occur in proximity to the preferred corridor for the Project. In 2009, AECOM (2010) conducted a baseline bird survey in the area of the proposed Eagle's Nest mine site, recording 31 species. As a result of field studies conducted in 2010, MNRF (Phoenix, 2010; 2013) also compiled a list of 96 breeding bird species for the Ring of Fire region. In 2011 and 2012 field studies, point count surveys were conducted at 176 sample plots, distributed among five infrastructure locations and six major habitat types in proximity to the proposed all-season road corridor (Noront, 2013). This study resulted in the detection of 82 bird species (Noront, 2013).

A total of 42 bird species were observed during the 2017 survey, as reported in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018). Of these, six had never been previously recorded in the aforementioned studies, including Great Gray Owl, Rough-legged Hawk, Snow Bunting, Lesser Scaup, Tundra Swan, and American Tree Sparrow. With the exception of Great Gray Owl and Lesser Scaup, it is expected that these species were non-breeding migrants that were passing through the area on route to their wintering grounds.

The six most frequently occurring breeding bird species for the project area, in decreasing order, were Swainson's Thrush, White-throated Sparrow, Yellow-rumped Warbler, Ruby-crowned Kinglet, Hermit Thrush and White-winged Crossbill (Noront, 2013).

Waterfowl Stopover and Staging (Aquatic)

Waterfowl stopover and staging SWH consists of water bodies used for migration, including ponds, marshes, lakes, bays, and coastal inlets (MNRF, 2017). This includes reservoirs managed as large wetlands, or a pond/lake, but excludes sewage treatment ponds and stormwater ponds used by waterfowl. Areas that host annual staging of Ruddy Ducks, Canvasbacks, Trumpeter Swans or Tundra Swans are considered significant.

A total of over 1,000 waterfowl species are known to occur in the project area; however, only 11 species were recorded during the 2017 survey for the Project, as reported in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018). Many lakes and wetlands surveyed in 2017 did not have any waterfowl present. Species recorded included Canada Goose, Tundra Swan, Mallard, Green-winged Teal, Lesser Scaup, Ring-necked Duck, Bufflehead, Common Goldeneye, Common Merganser, Red-breasted Merganser, and Hooded Merganser. Bufflehead was the most widely observed and numerous waterfowl species along the preferred corridor.

Eagle and Osprey Concentration Area and Nesting Habitat

Eagle and Osprey concentration area SWH consists of large river systems and merging lakes that are used by these species as hunting locations in spring, fall, or winter for several years (MNRF, 2017). Trees regularly used for perching, and areas that are used for feeding or as winter/nocturnal roosting sites, are considered SWH.

Eagle and Osprey nesting habitat SWH are associated with lakes, ponds, rivers or wetlands along treed shorelines, islands, or on structures over water (MNRF, 2017). Osprey nests are usually at the top of a tree, whereas Bald Eagle nests are typically in super canopy trees in a notch within the tree's canopy.

Bald Eagle was recorded at two locations along the preliminary preferred corridor for the WSR from the 2017 bird surveys, as documented in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018). No habitat features were observed that might provide suitable nesting habitat. However, it is expected that suitable perching and foraging habitat for Bald Eagles is not limiting in proximity to the corridor, due to the abundance of lakes and watercourses in the area.

No Osprey or Osprey nests were observed along the preferred corridor during the 2017 survey.

Woodland Raptor Nesting Habitat

A review of existing information revealed that 11 woodland-nesting raptor species have been recorded in project area, including Sharp-shinned Hawk, Cooper's Hawk, Northern Goshawk, Broad-winged Hawk, Red-tailed Hawk, Merlin, Barred Owl, Boreal Owl, Great Horned Owl, Long-eared Owl, and Northern Hawk-Owl. Based on the Noront *Baseline Terrestrial Studies: Birds* report (Noront, 2013), coniferous forest, mixed forest, and deciduous forest covered a combined 33% (542,791 ha) of their regional study area.

Deciduous and mixed forests most likely to provide large diameter trees (typically *Populus sp.*) suitable for supporting stick-nests or large cavities for cavity-nesting species comprised 8% (126,937ha).

From the 2017 field surveys for the Project, as documented in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018), at least three hawk species, including Red-tailed Hawk, Rough-legged Hawk and Northern Harrier, were recorded, as well as a single Great Gray Owl. Of these, only Red-tailed Hawk and Great Gray Owl use woodland raptor nesting habitat. Common Raven was also recorded. Two stick nests that were likely used by either hawk or large owl species or Common Raven were observed from the helicopter.

REPTILES AND AMPHIBIANS

A review of background information available, including the Ontario Reptile and Amphibians Atlas, indicates that five amphibians and two reptiles may occur within the project area. Baseline studies conducted in support of the proposed Noront Eagle's Nest Mine recorded five frog species, including American Toad, Boreal Chorus Frog, Northern Leopard Frog, a Spring Peeper, and Wood Frog (Noront, 2013). Eastern Garter Snake was also recorded along each study section across of the transportation corridor (Noront, 2013).

According to the Ontario Reptile and Amphibian Atlas, Ontario's most northerly turtle species, Western Painted Turtle and Snapping Turtle (*Chelydra serpentine*), do not occur further north than Woodland Caribou Provincial Park, which has a similar latitude to Pickle Lake. The Midland Painted Turtle does not occur further north than Pukaskwa National Park, on the eastern shoreline of Lake Superior. As a result, it is unlikely that turtles and turtle SWH, such as Turtle Wintering Areas and Turtle Nesting Areas, occur within the project area.

6.2.4 Vegetation

The project area is located within the Big Trout Lake Ecoregion (Ecoregion 2W), a large ecoregion stretching from the Manitoba border to the Hudson Bay Lowlands.

Forest dominates the ecoregion's landscape, covering approximately 50% of the ecoregion. The majority of this is coniferous forest, with a smaller component of mixed forest, and deciduous forest pockets growing along river valleys (Crins et al, 2009). Wetland (30%), open water (12%) and burns occupy the rest of the ecoregion. The burn area in this ecoregion is the highest percentage of any in Ontario. Black Spruce dominates both upland and lowland sites, with Jack Pine and White Birch and Poplar species as associates. The shrub layers tend to be dominated by ericaceous shrubs, willow, and alder. The ground cover primarily consists of mosses and lichens, low ericaceous shrubs, and some herbs. Bedrock exposures have fewer trees and greater lichen cover. Closed to open stands of stunted black spruce, with ericaceous shrubs and a ground cover of sphagnum moss, dominate poorly drained peat-filled depressions.

VEGETATION COMMUNITIES

From the review of available information sources and the 2017 field surveys, as documented in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018), the following is a description of the vegetation communities in the project area. Further vegetation assessments in accordance with established regional and provincial protocols along the preliminary preferred corridor for the WSR will be undertaken as part of

the EA, including conducting additional seasonal (spring/fall) surveys to capture early and late flowering species and develop a comprehensive three-season species list for the Project.

In summary, from the 2017 baseline vegetation survey, the majority of the forest sites (68%) were dominated by coniferous trees, usually either Black Spruce (*Picea mariana*), or Jack Pine (*Pinus banksiana*). As well, approximately16% of the sites surveyed were classified as mixed treed and 16% as deciduous treed. Deciduous trees were typically Balsam Poplar (*Populus balsamifera*), Trembling Aspen (*Populus tremuloides*), and White Birch (*Betula papyrifera*). Wetland sites were mainly coniferous swamps, with the majority falling into this Land Cover type (68%), typically dominated by Black Spruce. The remainder of the sites surveyed were classified as Sparse Treed Fen, Open Fen and Thicket Swamp.

Vegetation has been grouped according the Far North Land Cover Classification system and is briefly described as follows.

Coniferous Treed

The coniferous treed Land Cover type was the most commonly found community type in the project area and one which contains the most variability. Eight different boreal ecosites were recorded in this community type. Canopy height varied, but was typically greater than 10 m, with tree cover of greater than 60%. The dominant canopy species was Black Spruce or Jack Pine. Jack Pine dominated sites often had strong regeneration of Black Spruce in the understorey, likely reflective of previous fire events. Balsam Poplar and Trembling Aspen were also present at some sites as smaller components of the canopy. Tall shrub growth was typically sparse, consisting of Alder species when present. Low shrub growth was variable, dominated commonly by Labrador Tea (*Ledum groenlandicum*), with other common species including Leatherleaf (*Chamaedaphne calyculata*) and Bunchberry (*Cornus canadensis*). Moss cover was variable, though generally more prevalent at Black Spruce sites. Feathermoss species were the most common component, frequently dominating sites. Sphagnum species were occasionally found in depressions at wetter sites. Lichens were present at most sites, principally Reindeer Lichen (*Cladina rangiferina*) and Coral Lichen (*Cladina stellaris*).

Mixed Treed

The mixed treed Land Cover category found in the project area displayed three different boreal ecosites. Canopy height was greater than 10 m, with tree cover of more than 60%. Tree species were Black Spruce, Jack Pine, Trembling Aspen, Balsam Poplar, White Birch and Tamarack (*Larix laricina*). Tall shrubs were present, usually mixed with sub-canopy trees, and consisted mainly of Green Alder (*Alnus viridis*) and Speckled Alder (*Alnus incana*), with occasional willow species (*Salix sp.*). Low shrub growth was fairly sparse, with Labrador Tea, Prickly Rose (*Rosa acicularis*), Bunchberry, and Velvet Leaf Blueberry (*Vaccinum myrtilloides*) being the most common species. Moss cover was sparse at most sites, with Feathermosses the most consistently present; other moss species, including Ground Cedar (*Lycopodium complanatum*) and Ground Pine (*Lycopodium obscurum*), were present in lower abundances.

Deciduous Treed

This Land Cover category contained 4 sites consisting of three boreal ecosites. Canopy height was greater than 10 m, and greater than 20 m at most sites. Dominant canopy species were Balsam Poplar and Trembling Aspen, with Jack Pine also present at some sites. Subcanopy growth was variable, consisting mainly of poplar species, along with White Birch. Black Spruce was also present in subcanopy. Tall shrub growth was variable, consisting of mostly alder with some willow. Common low shrubs included Prickly

Rose, Velvet Leaf Blueberry and Bunchberry, with Labrador Tea also present. Moss cover was sparse at most sites, although one site had significant feathermoss coverage. Other moss species included Ground Pine and Ground Cedar, as well as Club Moss species.

Coniferous Swamp

The coniferous swamp Land Cover type was the most common wetland type. Three boreal ecosites were associated with this category, two of which are differentiated by organic versus mineral soils. Canopy height was variable, with some sites under 10 m and some over 20 m, but the majority of sites had canopies between 10 m and 20 m in height. Black Spruce was the dominant canopy species at all sites, and usually dominated subcanopy layers as well. Tamarack was present as a canopy species at some sites. Tall shrub growth was sparse and typically restricted to Speckled Alder. Low shrub growth was variable, but quite dense at some sites. Labrador Tea was the most common species, occurring at almost all sites and often dominant. Leatherleaf and Dwarf Birch (*Betula nana*) were also present at wetter sites. Moss coverage was near complete at all sites. Sphagnum species were generally dominant, with Feathermosses also present and, in some cases, codominant.

Sparse Treed Fen

The sparse treed fen Land Cover type surveyed had one boreal ecosite associated with this category. Canopy height was generally less than 10 m and sparse. Tamarack was the primary tree species, with Black Spruce also present. Tall shrubs were also sparse, typically consisting of willow species where present. Low shrubs included Dwarf Birch, Leatherleaf, Bog Rosemary (*Andromeda polifolia*), and occasionally Red Osier Dogwood (*Cornus stolonifera*). Ground cover was a combination of Sphagnum mosses and herbaceous growth consisting of grass and sedge species, with most sites having primarily herbaceous cover.

Open Fen

Two of the sites from the 2017 baseline surveys were open fen, with two boreal ecosites included in this Land Cover type. Trees were rare, consisting of Tamarack or, more rarely, Black Spruce, usually less than 2 m tall. Tall shrubs, where present, consisted of Speckled Alder and willow species. Low shrubs present included Leatherleaf, Dwarf Birch, and Bog Rosemary. Ground cover was dominated by grass and sedge species.

Rare Plant Species and Communities

Based on previous work conducted by Noront (2013), a list of rare plant species and plant communities was generated for the region from their contact with the MNRF. During the 2017 field surveys in support of the Project, none of the plants identified in the list were observed. However, based on the timing of the surveys, the presence of these species will be reassessed as part of the additional field surveys to be completed to support the EA.

Known plant species of cultural value or significance to Indigenous communities include: wild berries or nuts (Blueberry, Wild Strawberry, Gooseberry/Currant, Raspberry), wild plants (Labrador Tea Leaves, Muskrat Root, Wild Rice, Mint Leaves, and Dandelions), and Tree Foods (Cedar Tea, Maple Syrup, and Poplar Inner Bark).

6.2.5 Fish and Fish Habitat

The project area has many different waterbodies, including streams, rivers, lakes, ponds and wetlands that provide direct habitat and support many different fish species. There are several larger rivers in the area, including the Winisk, Ekwan, Attawapiskat, Fishbasket and the Pineimutei Rivers. There are also some very large lakes, such as Winisk Lake in the northeast part of the project area. There is also a vast network of smaller connected headwater streams, ponds and lakes. Many of these smaller streams are part of open fens. The larger lakes and watercourses provide year-round fish habitat; the smaller, shallower lakes and wetlands often do not, as oxygen levels can drop to hypoxic conditions. The smaller watercourses and lakes can also provide suitable habitat for rearing and feeding for some parts of the year, usually early spring.

There are a vast number of streams in region that connect to many shallow lakes and wetlands in the area. In general, waterbodies in the project area are considered to support a variety of cool and cold-water fish. Large rivers, including the Ekwan, Muketei, Attawapiskat and Ogoki, support populations of Walleye (*Sander vitreus*), Lake Sturgeon (*Acipenser fulvescens*), Brook Trout (*Salvelinus fontinalis*), Lake Whitefish (*Coregonus clupeaformis*) and other fish species. A number of lower energy watercourses connected to these rivers provide habitat for Walleye and Northern Pike (*Esox lucius*). Typically, Yellow Perch (*Perca flavescens*), White Sucker (*Catostomus commersonii*) and other small foraging fish species are present with these larger bodied fish. Smaller streams and lakes in the area also support a variety of smaller-bodied fish including cyprinid species, Brook Stickleback (*Culaea inconstans*) and Mottled Sculpin (*Cottus bairdii*).

There are 39 fish species that have been identified as potentially present within the project area, through the review of various sources, and are presented in **Table 6-2.**

Table 6-2: Fish Species Potentially Within Project Area

Family	Scientific Name	Common Name
Acipenseridae	*Acipenser fulvescens*	Lake Sturgeon
Cyprinidae	*Couesius plumbeus*	Lake Chub
	Margariscus margarita	Pearl Dace
	Luxilus cornutus	Common Shiner
	Notropis atherinoides	Emerald Shiner
	N. heterolepis	Blacknose Shiner
	N. hudsonius	Spottail Shiner
	N. volucellus	Mimic Shiner
	Notemigonus crysoleucas	Golden Shiner
	Margariscus nachtriebi	Northern Pearl Dace
	Chrosomus eos	Northern Redbelly Dace
	Chrosomus neogaeus	Finescale Dace
	Pimephales notatus	Bluntnose Minnow
	Pimephales promelas	Fathead Minnow
	Rhinichthys cataractae	Longnose Dace
Catostomidae	*Catostomus catostomus*	Longnose Sucker
	Catostomus commersonii	White Sucker

Family	Scientific Name	Common Name
	Moxostoma anisurum	Silver Redhorse
	Maxostoma macrolepidotum	Shorthead Redhorse
Esocidae	*Esox lucius*	Northern Pike
Salmonidae	*Coregonus artedi*	Cisco
	Coregonus clupeaformis	Lake Whitefish
	Salvelinus fontinalis	Brook Trout
	Salvelinus namaycush	Lake Trout
	Prosopium cylindraceum	Round Whitefish
Percopsidae	*Percopsis omiscomaycus*	Trout-Perch
Gadidae	*Lota lota*	Burbot
Gasterosteidae	*Culaea inconstans*	Brook Stickleback
	Pungitius pungitius	Ninespine Stickleback
Cottidae	*Cottus bairdi*	Mottled Sculpin
	Cottus cognatus	Slimy Sculpin
	Cottus ricei	Spoonhead Sculpin
Percidae	*Etheostoma exile*	Iowa Darter
	Etheostoma nigrum	Johnny Darter
	Perca flavescens	Yellow Perch
	Percina caprodes	Logperch
	Percina shumardi	River Darter
	Sander canadensis	Sauger
	Sander vitreus	Walleye
Sciaenidae	*Percina caprodes*	Logperch

Note: List of fish species present in the area was generated using MNR and Royal Ontario Museum (ROM) species distribution data (Holm et al, 2010).

FISH HABITAT

From the review of background information sources and 2017 aquatic surveys in the project area, as documented in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018), surface waters generally flow in a west-to-east direction, towards James Bay, and also a northerly direction to Hudson Bay. Through much of the area, surface waters move as diffuse flow through broad, densely vegetated fens, with occasional consolidation in defined channels. Many of these channels appear as pools of open water (usually created by beaver dams) that are connected to larger watercourses by narrow, poorly defined channels, or by fens without recognizable channels. Frequent ponding, flooding of treed areas and diversion of flows occur due to beaver activity, and many of the pools of open water visible on topographic maps and satellite imagery are the result of old, stable beaver dams. An abundance of fen and beaver-pond habitats are present in project area. The abundant beaver dams pose barriers to fish passage and potential for stranding. The poor water quality (specifically, low dissolved oxygen) in these small watercourses can also pose a severe limitation to their overall productivity and suitability to most species.

Due to a lack of coarse substrate in the smaller streams, during the spring period spawning, fish that require rapids or riffle habitats likely spawn in the larger rivers (e.g., Pineimuta River and Fishbasket River), possibly on bedrock and boulder shoals, due to a lack of gravel substrate.

Burbot is the only winter-spawning fish in the project area, and it is generally found in lake and large-river habitats. Burbot spawn in a fairly broad range of habitats, and specific spawning habitats in the project area have not been identified to date based on the preliminary field surveys conducted in 2017.

The fall-spawning species in project area include Lake Whitefish and Cisco, which are predominantly lake dwelling species. These species occasionally ascend rivers and the lower reaches of large streams (Scott and Crossman, 1973). Of the watercourses within the project area, the potential for presence of these species is likely limited to the larger rivers and lakes (e.g., the Pineimuta and Fishbasket Rivers, Winisk Lake). Lake Whitefish and Cisco are likely absent in the many smaller streams within the project area.

As part of the EA for the Project, aquatic investigations will be conducted to collect data on biophysical habitat conditions and sensitivity, spawning habitat, species at risk, surface water quality and fish community present.

6.2.6 Species at Risk

From the review of background information sources and field surveys conducted in 2017 (B*aseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A)* (2018), there are several species listed as Threatened, Endangered or Special Concern under the provincial *Endangered Species Act* (ESA) or the Federal *Species at Risk Act* (SARA) that have the potential to occur within the project area. A full list of potential Species at Risk, habitat characteristics and preliminary presence/absence determination within the project area is presented in **Table 6-3**.

From the preliminary presence/absence determination the following provincially and/or federally listed Species at Risk could potentially be found in the project area:

- Bald Eagle (*Haliaeetus leucocephalus*) (Special Concern under ESA);
- Barn Swallow (*Hirundo rustica*) (Threatened under both ESA and SARA);
- Bank Swallow (*Riparia riparia*) (Threatened under both ESA and SARA);
- Canada Warbler (*Cardellina canadensis*) (Special Concern under ESA, Threatened under SARA);
- Common Nighthawk (*Chordeiles minor*) (Special Concern under ESA, Threatened under SARA);
- Evening Grosbeak (*Coccothraustes vespertinus*) (Special Concern under both ESA and SARA);
- Rusty Blackbird (*Euphagus carolinus*) (Special Concern under both ESA and SARA);
- Olive-sided Flycatcher (*Contopus cooperi*) (Special Concern under ESA, Threatened under SARA);
- Yellow Rail (*Coturnicops noveboracensis)* (Special Concern under both ESA and SARA);
- Wolverine (*Gulo gulo*) (Threatened under ESA, Special Concern under SARA);
- Caribou (Boreal population) (*Rangifer tarandus*) (Threatened under both ESA and SARA);
- Caribou (Eastern Migratory population) (*Rangifer tarandus*) (Special Concern under ESA, Endangered under SARA);
- Little Brown Myotis (*Myotis lucifugus)* (Endangered under both ESA and SARA); and
- Lake Sturgeon (*Acipenser fulvescens*) (Special Concern under both ESA and SARA).

The EA will assess and document the general locations of known incidences of Species at Risk, endangered and threatened species, and species of special concern for the Project. This assessment will

be based on review of secondary sources and conducting targeted species-specific field surveys and personal communications, published and unpublished information, such as Indigenous Knowledge gathered through consultation.

Consultation with the MECP and Environment and Climate Change Canada (ECCC) is currently being undertaken to determine the scope and extent of field studies to be completed during the EA specific to Species at Risk and species of conservation concern.

Table 6-3: Species at Risk Status, Habitat Characteristics, and Preliminary Presence/Absence Determination

Species		SARA[1]	ESA[2]	S-RANK[3]	Information Source[4]	Observed During Field Studies	Habitat Requirements[5]	Potential Habitat in Project Area
Scientific Name	Common Name							
MAMMALS								
Puma concolor	Mountain lion (Cougar)	No Status	Endangered	SU	Atlas of the Mammals of Ontario	No	The Cougar or Mountain Lion lives in northern remote undisturbed forests where there is little human activity. However, few cougar sightings have been confirmed in recent decades. Forested habitats must support plenty of White-tailed Deer (*Odocoileus virginianus*) and other prey species for cougars.	No
Myotis lucifugus	Little Brown Myotis	Endangered	Endangered	S3	Layng et al, 2019		Caves, quarries, tunnels, hollow trees, buildings, attics, barns, wetlands, forest edges	Yes
Myotis septentrionalis	Northern Myotis	Endangered	Endangered	S3	Atlas of the Mammals of Ontario, Bat Conservation International Maps	No	Forest areas that have hollow trees or loose bark. Such habitat is available in the project area; however, review of Atlas of the Mammals of Ontario and Bat Conservation International Maps indicate that project area is outside the known documented range of species in Canada.	No

Species		SARA[1]	ESA[2]	S-RANK[3]	Information Source[4]	Observed During Field Studies	Habitat Requirements[5]	Potential Habitat in Project Area
Scientific Name	Common Name							
Gulo gulo	Wolverine	Special Concern	Threatened	S2S3	Atlas of the Mammals of Ontario	Yes	Wolverine occupy many habitat types in the far north of Ontario. Individuals can have ranges of up to 3,500 km^2 and dens are built in snow drifts, under logs and boulders (Ontario Wolverine Recovery Team, 2013).	Yes
Rangifer tarandus	Caribou (Boreal population)	Threatened	Threatened	S4	Atlas of the Mammals of Ontario	Yes	Caribou require large undisturbed areas of old and mature conifer upland forest and lowlands dominated by jack pine and/or black spruce. They are also found in bogs and fens. Only the boreal population of caribou is listed as a species at risk in Ontario.	Yes
Rangifer tarandus	Caribou (Eastern Migratory population)	Endangered	Special Concern	S4	Atlas of the Mammals of Ontario	No	Population exists as four subpopulations from coastal western Hudson Bay to Labrador. Migratory corridor for species and its movement south to boreal forest habitat within project area is possible.	Yes
				BIRDS				
Haliaeetus leucocephalus	Bald Eagle	No Status	Special Concern	S2N, S4B	OBBA	Yes	Prefer to nest in large trees, almost always near a major lake or river where they do most of their hunting.	Yes

Species		SARA[1]	ESA[2]	S-RANK[3]	Information Source[4]	Observed During Field Studies	Habitat Requirements[5]	Potential Habitat in Project Area
Scientific Name	Common Name							
Hirundo rustica	Barn Swallow	Threatened	Threatened	S4B	iNaturalist, eBird	Yes	Prefer open habitat for foraging: grassy fields, pastures, ROWs, agriculture crops and wetlands. Post-European settlement: Nest in human structures, including barns, garages, houses, bridges, and culverts. Barn swallows generally reuse nests from year to year and are, therefore, sensitive to the removal of nesting structures.	Yes
Riparia riparia	Bank Swallow	Threatened	Threatened	S4B	OBBA	No	Habitat includes nest sites, foraging areas, and nocturnal roost sites. Build nest burrows in eroding vertical banks, such as lakeshore bluffs, riverbanks, and banks or stockpiles created in aggregate pits and construction sites.	Yes
Chaetura pelagica	Chimney Swift	Threatened	Threatened	S4B, S4N	OBBA	No	Commonly found in urban areas near buildings; nests in hollow trees, crevices of rock cliffs, chimneys.	No
Chliodonias niger	Black Tern	No Status	Special Concern	S3B	Noront	No	Shallow freshwater marshes (> 20 ha.) with cattails and emergent vegetation interspersed with open water. Smaller	No

Species		SARA[1]	ESA[2]	S-RANK[3]	Information Source[4]	Observed During Field Studies	Habitat Requirements[5]	Potential Habitat in Project Area
Scientific Name	Common Name							
							wetlands with the same features are also used.	
Chordeiles minor	Common Nighthawk	Threatened	Special Concern	S4B	OBBA	No	Open ground; clearings in dense forests; peat bogs; ploughed fields; gravel beaches or barren areas with rocky soils; open woodlands; flat gravel roofs.	Yes
Antrostomus vociferus	Eastern Whip-poor-will	Threatened	Threatened	S4B	OBBA	No	Dry, open, deciduous woodlands of small to medium trees; oak or beech with lots of clearings and shaded leaf-litter, wooded edges; pine plantations.	No
Contopus virens	Eastern Wood-pewee	Special Concern	Special Concern	S4B	Noront	No	Mostly associated with the mid-canopy layer of forest clearings and edges of deciduous and mixed forests; preferred habitats are intermediate-age forest stands and mature stands with little understory vegetation.	No
Coccothraustes vespertinus	Evening Grosbeak	Special Concern	Special Concern	S4B	OBBA	Yes	This breeds in secondary growth and mature mixed forests; however, habitat selection is likely influenced by food availability, rather than habitat structure. Presence is most likely base	Yes

Species		SARA[1]	ESA[2]	S-RANK[3]	Information Source[4]	Observed During Field Studies	Habitat Requirements[5]	Potential Habitat in Project Area
Scientific Name	Common Name							
							on the presence of Spruce Budworm, a primary food source for this species.	
Contopus cooperi	Olive-sided Flycatcher	Threatened	Special Concern	S4B	OBBA	Yes	Semi-open, conifer forest; prefers Spruce, Jack Pine, and Balsam Fir; near pond, lake, or river; treed wetlands for nesting; burns with dead trees for perching.	Yes
Falco peregrinus anatum/ tundrius	Peregrine Falcon	Special Concern	Special Concern	S3B	OBBA	No	Nests on cliff ledges or crevices, preferably 50 to 200 m in height, but sometimes on the ledges of tall buildings or bridges, always near good foraging areas.	No
Euphagus carolinus	Rusty Blackbird	Special Concern	Special Concern	S4B	OBBA	Yes	Nests in the boreal forest; prefers shores of wetlands, peat bogs, swamps, and beaver ponds.	Yes
Asio flammeus	Short-eared Owl	Special Concern	Special Concern	S2N, S4B	OBBA	No	Resides in open habitats, including arctic tundra, grasslands, peat bogs, marshes, sand-sage concentrations and old pastures. Preferred nesting sites are dense grasslands, as well as tundra with areas of small willows.	No
Coturnicops noveboracensis	Yellow Rail	Special Concern	Special Concern	S4B	OBBA	No	Large, freshwater or brackish grass and sedge marshes with dense vegetation,	Yes

Species		SARA[1]	ESA[2]	S-RANK[3]	Information Source[4]	Observed During Field Studies	Habitat Requirements[5]	Potential Habitat in Project Area
Scientific Name	Common Name							
							including bullrushes, horsetails, grasses.	
				FISH				
Acipenser fulvescens	Lake Sturgeon (Southern Hudson Bay - James Bay population)	Special Concern	Special Concern	S3	DFO Species at Risk Mapping, NHIC	No	Resides almost exclusively in lakes and rivers with soft bottoms of mud, sand or gravel. They are usually found at depths of 5 to 20 metres. They spawn in relatively shallow, fast-flowing water (usually below waterfalls, rapids, or dams) with gravel and boulders at the bottom.	Yes

[1] Federal *Species at Risk Act*

[2] Species at Risk in Ontario List. (2014, August 11). Ministry of Natural Resources and Forestry. Retrieved September 12, 2014, from http://www.ontario.ca/environment-and-energy/species-risk-ontario-list

[3] Conservation Ranking

[4] Various sources

[5] MNRF Significant Wildlife Habitat Technical Guide Appendix G (MNRF, 2000) Ontario Ministry of Natural Resources. Significant Wildlife Habitat Technical Guide. 151 p.

Status

No Status: Species has not been assessed under the *Species at Risk Act*.

Special Concern: Species that may become threatened or an endangered species because of a combination of biological characteristics and identified threats.

Threatened: Species that is likely to become an endangered species if nothing is done to reverse the factors leading to its extirpation or extinction.

Endangered: Species that is facing imminent extirpation or extinction.

6.2.7 Climate

Being located within the James Bay Lowlands, the project area is subject to cold, extended winters and cool summers of short duration. This humid continental climate is strongly influenced by proximity to James Bay and Hudson Bay. Fog is common, with extended periods typically expected in the transition months of ice 'freeze-up' in the Fall months and ice 'break-up' in the Spring. It is also not unusual to have fog occurring during the summer months. Summer temperatures typically range between 10 and 20 degrees Celsius, with winter temperatures usually between -10 and -30 degrees Celsius. Winter winds are typically from the west to northwest, with the summer winds usually from the west to southwest. Lakes typically begin to freeze in mid-October, with spring thaws typically initiating in mid-April. Annual precipitation levels in the area tend to exceed 700 mm, of which over 200 mm is typically snow.

6.2.8 Air Quality

The Project is located in a remote region of Ontario away from any significant sources of human induced air emissions. Air quality data from several monitoring stations in northern Ontario (e.g., Thunder Bay) and other remote locations in Canada will be used to estimate concentrations of background air quality parameters for the Project. All of the regional background air quality values reviewed are well within acceptable applicable Ontario Ambient Air Quality Criteria (AAQC) and Canadian Ambient Air Quality Standards (CAAQS). The EA will assess trends from existing air quality data and studies; and incorporate Indigenous Knowledge and information from stakeholders to identify potential project emission sources and assess project effects. Potential project emission sources will be evaluated against regulatory standards in the EA.

6.2.9 Acoustic Environment

Background noise levels are consistent with rural and remote areas dominated by natural sounds (Ministry of the Environment Class 3 Area). In the absence of the sounds of wind and local animals, such areas would typically have a background noise level of 20 to 30 dBA. Noise surveys conducted by Noront for the Eagle's Nest Mine confirmed ambient noise levels of 25 to 37 dBA, which are expected to be indicative of the noise levels in the project area.

6.3 Socio-Economic Environment

The following sections document the existing socio-economic environment in the project area.

6.3.1 Regional Planning/Policy Initiatives

The Project is subject to both federal and provincial planning policy initiatives that dictate how projects will be undertaken. The principal planning and policy documents related to the rationale for the Project are cited in Section 1.4.2 and summarized in **Appendix A**. Two other important provincial regional planning/policy initiatives that will influence how the ToR and the EA are undertaken are the *Far North Act*, and the *Planning Act*.

- The *Far North Act* facilitates land use planning decisions in the Far North by governing how the Province will work with First Nation communities to identify areas where development can occur, and areas that should be protected. The main purpose of the Act is to establish land use planning that:
  - Is based on a joint planning process between First Nation communities and the Government of Ontario;
  - Supports environmental, social and economic objectives for land use planning in Ontario; and

- Is conducted in a manner consistent with the recognition and affirmation of existing Aboriginal and treat rights enshrined in Section 35 of the Constitution Act, 1982, including the duty to consult.

The Far North is defined in the Act as:

(a) the portion of Ontario that lies north of the land consisting of,
  (i) Woodland Caribou Provincial Park,
  (ii) the following management units designated under Section 7 of the *Crown Forest Sustainability Act*, 1994 as of May 1, 2009: Red Lake Forest, Trout Lake Forest, Lac Seul Forest and Caribou Forest,
  (iii) Wabakimi Provincial Park, and
  (iv) the following management units designated under Section 7 of the *Crown Forest Sustainability Act*, 1994 as of May 1, 2009: Ogoki Forest, Kenogami Forest, Hearst Forest, Gordon Cosens Forest and Cochrane-Moose River, or

(b) the area, if any, that is set out in the regulations made under this Act and that describes the area described in clause (a) more specifically ("Grand Nord").

Section 12(1) of the *Far North Act* stipulates that constructing or expanding all-weather transportation infrastructure and any other infrastructure that is associated with it cannot occur without a community based land use plan (CBLUP) in place. However, Section 12.(2) of the Act includes provisions for exemption from this stipulation through the issuance of an exception order by the Minister of Natural Resources and Forestry. The exemption provisions involve concurrent planning, and applicants must meet additional conditions prior to issuance of the exception order. Alternatively, Section 12.(4) of the Act allows the activity granted an exception to occur if the Lieutenant Governor in Council determines that the development is in the social and economic interests of Ontario. The issuance and approval of an Order permitting development under the aforementioned sections of the Act cannot occur until after the EA is approved, and must occur before the issuance of other permits and approvals (such as work permits under the *Public Lands Act*). Preparation of the Webequie CBLUP is in progress, and WFN applied to MNRF for an exception order for the Supply Road Project on January 29, 2018. The application was accepted by the Minister on March 2, 2018. In addition to this application, other requirements under Section 12.(2) must be met before the Minister could consider making an Order.

The *Planning Act* establishes guidelines for land use planning decisions in Ontario. The purpose of the Act is to:

- Promote sustainable economic development in a healthy natural environment within a provincial policy framework;
- Provide for a land use planning system led by provincial policy;
- Integrate matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Policy Statement and conform/not conflict with provincial plans;
- Provide for planning processes that are fair, by making them open, accessible, timely and efficient;
- Encourage co-operation and coordination among various interests; and
- Recognize the decision-making authority and accountability of municipal councils in planning.

Under the Act, the Minister of Municipal Affairs and Housing may issue Provincial Policy Statements (PPS), which are province wide policy directions related to land use planning and development. Any PPS that are relevant to this project will be incorporated into the planning and design for this project.

Of particular importance for this project is the 'Places to Grow, Growth Plan for Northern Ontario" published by the Ministry of Municipal Affairs and Housing, which documents the growth plan for Northern Ontario for the next 25 years. The plan has a goal of strengthening Northern Ontario's economy through the following (MMA, 2011):

- Diversifying the region's traditional resource-based industries;
- Stimulating new investment and entrepreneurship; and
- Nurturing new and emerging sectors with high growth potential.

These two pieces of regional planning/policy initiatives will influence the planning process for the Webequie Supply Road Project.

6.3.2 Economy, Resources, Commercial and Industrial Activities

The economy of Northern Ontario relies heavily on resource extraction, with the forestry and mining industries acting as large industrial employers.

Northern Ontario communities and outfitters also provide recreation and tourism opportunities for hunting, fishing and camping, constituting an important aspect of the Northern Ontario experience.

The EA document will fully describe and assess existing commercial, recreational and industrial activities that contribute to the economic vitality of the region. The EA will also describe and characterize economic development and economic sectors, businesses, governmental finances, and housing characteristics in the project area.

6.3.3 Population, Demographics and Community Profile

The Webequie First Nation has experienced increases in both their employment rates and their population rates since 2006. This has not been the same for much of Northern Ontario, or other Indigenous communities who may have an interest in the Project. The population of Northern Ontario has, in general, declined in recent years, with many resource-based industries shutting down production or relocating. However, the Indigenous population is growing at a faster rate than that of Northern Ontario or Canada. According to the 2016 Census, the Indigenous population comprised 2.8% of Ontario's population, (accounting for 374,395 out of Ontario's 13,242,160 population), an increase from 2.4% in 2011. The Indigenous population is a younger demographic than the non-Indigenous population. This is due to a higher fertility rate and increased life expectancy.

The 2016 Census shows that the employment rate of Webequie First Nation was 40%, with an average annual income of $20,680, compared to Ontario's employment rate of 64.7%, with an average annual income of $33,539. Remote Indigenous communities experience challenges due to their lower employment rates and average incomes when compared to averages in Ontario as a whole. This trend is not uncommon for many Northern Indigenous communities. This is due, in part, to communities transitioning away from traditional economic activities (i.e., trapping) in response to market pressures. In addition, many youth are out-migrating or living off-reserve to find other employment opportunities. This has led to impacts to employment prospects in the area. Mineral exploration and development activities and infrastructure

projects, such as the Webequie Supply Road, may provide both skilled and unskilled workers with the opportunity to access employment opportunities.

6.3.4 Human Health

Northern and remote Indigenous communities face many health and well-being issues due to their isolation. Mental health, substance abuse, suicide, food insecurity, and other health stressors are more prevalent among remote Indigenous communities. In addressing potential health issues, the Webequie Supply Road Project will examine human health and well-being by assessing potential changes in surface water, air quality, noise, and public safety (including social issues, such as drugs and alcohol abuse in the community) likely to result from project activities. These changes can act as pathways to potential effects on human health. These criteria will be drawn upon to inform human health and well-being assessments in the EA.

6.3.5 Infrastructure and Services

With the exception of the area at the west limits of the proposed WSR corridor (east side of Webequie community), there is no established transportation infrastructure or access to typical community services in the project area. Infrastructure services in the community include a water treatment facility and distribution pipes, sanitary sewers and sewage treatment plant, diesel fuel electricity generator and power distribution lines. The drinking water source for the community is Winisk Lake. There is regular air access to the community via a licensed carrier (North Star Air currently provides passenger air service three times daily to and from Webequie). Formal land access to the community is via the winter road from the west, connecting Webequie with Pickle Lake (refer to **Figure 6.1**); land travel corridors east of Webequie are limited to a sparse, informal network of trails.

The proposed all-season road corridor will cross the traditional territories of communities that may be able to provide supportive services such as waste management and other ancillary services. The construction phase of the Project will generate waste materials and access to disposal areas will be required.

In 2016, there were a total of 155 dwellings in Webequie First Nation. Remote Indigenous communities in Northern Ontario face challenges with their housing. Census data has shown that Indigenous people were much more likely to live in dwellings that were in need of major repairs. Families are also living in crowded conditions, with more than one person per room, compared to the average household in Ontario. Having safe and adequate housing is a major concern for Northern Indigenous communities, as the quality and housing stock worsen.

The EA document will describe available housing, infrastructure and services, such as nearby road connections and the Webequie Airport, which have the potential to interact with or connect to the proposed project. In addition, the Project may also have the potential to interact with other community infrastructure and services, such as policing, fire rescue, health clinics/nursing stations, schools, churches and other religious buildings, as well as local businesses and residential areas.

6.3.6 Land and Resource Use

The project area is located on unsurveyed Ontario Crown lands and Webequie First Nation Reserve lands. Although Webequie First Nation holds the position that provincially registered traplines do not represent spatial limits of traditional use by their members, for reference purposes, it can be stated that the project area intersects traplines registered to Webequie First Nation and Marten Falls First Nation community members. A total of

17 km of the project corridor sits on federal land comprising the Webequie First Nation Reserve, as shown in **Figures 1.1 and 6.1**.

Webequie Community Based Land Use Plan and Comprehensive Community Plan

As introduced in Section 5.1.2.3, Webequie First Nation is in the process of preparing a Community Based Land Use Plan (CBLUP) in accordance with the Ontario Far North Act, which provides the authority, purpose, and process for community based land use planning. Webequie First Nation started the CBLUP process in 2011 and expects to complete the process by December 2020. The community based land use planning follows a stepwise process for decision making that is consultative in nature based on a consensus building approach. Key steps in the process are: Phase 1 – Preparing for Planning; Phase 2 – Terms of Reference; Phase 3 – Draft Plan; and Phase 4 – Final Plan. Webequie First Nation is currently in Phase 3 that involves jointly preparing the Draft CBLUP with MNRF. After the completed Draft Plan is shared with the community, with adjacent First Nation communities and all interested people and organizations, the joint planning team will consider all input and continue work to prepare the Final Plan. The Final Plan will be jointly approved by the Chief of Webequie First Nation and the Minister of Natural Resources and Forestry. As set out in the Far North Act, once a community based land use plan is approved, it is required that land use planning decisions be consistent with the land use designations and permitted uses specified in the plan.

The location of the proposed Webequie Supply Road corridor is consistent with the recommended land use areas and designations in the Webequie Draft CBLUP. Specifically, the alternative concepts are located primarily in the designated areas of "General Use Area" (GUA) and "Other Areas", with a minor segment located within an "Enhanced Management Area" (EMA). The intent and permitted uses in these designated areas are described below.

General Use Area – The intent of the General Use Area is to protect cultural values and respect traditional use, while enabling resource development that promotes sustainability for communities and future generations. Cultural and traditional practices by Indigenous people are ongoing in this designated area, where Aboriginal and Treaty Rights are respected. Economic development opportunities include mineral exploration and development, with an emphasis on benefits for First Nations communities, including infrastructure (e.g., roads, transmission lines and other linear corridors) for community access and resource development, small-scale community-led commercial forestry, renewable energy and tourism.

Other Areas - The Other Areas designation captures the east-west section of the alternative concepts and is considered a shared area with Marten Falls and Neskantaga First Nations and where Webequie and the MNRF/Ontario have determined not to advance planning direction at the Draft Plan stage, pending further additional dialogue with these communities to confirm direction prior to finalizing the Plan.

Enhanced Management Areas - The intent of EMAs is to support a range of resource development opportunities while providing for protection of sensitive First Nation cultural sites, historical travel routes, cultural waterways and harvesting areas, as well as fish and wildlife habitat, muskeg, peatlands, wetlands and remote tourism and recreation values.

The "Corridor EMA", within which a short segment of the WSR is situated, is a 129,000 ha area located to the south of the community. It is a shared area with Neskantaga First Nation and Nibinamik First Nation and contains historic travel routes from Webequie to these two communities. The intent of the Corridor EMA is to enable major access corridors to Webequie First Nation and the Ring of Fire, while also protecting cultural and ecological values in the area. The area supports all-season road, hydro transmission and communications corridors to Webequie First Nation. It also supports options for all-season access to adjacent mineral potential

areas. Aggregate extraction in the area is supported, while recognizing the need to respect sensitive cultural values. Mineral sector activities are also supported.

The "Prime Lake EMA" is located immediately east of the community and encompasses almost 34,000 ha. The area is a focus for Webequie-led opportunities to connect the community with the Ring of Fire through all-season road planning and associated environmental assessment processes. The intent of this designation is to enable resource development activities and support associated access and infrastructure, including Webequie community supply road interests, in a way that respects First Nation use of the land, and cultural, recreation and tourism values. Mineral exploration and development is a supported activity and aggregate extraction may be pursued. Road use restrictions may be considered on some tourism and resource access roads (e.g., forest access roads) to preserve remoteness in the area. For new roads, there is an emphasis on minimizing the footprint around waterways and water crossings to protect cultural and natural values.

The project area sits on Ontario Crown lands and federal lands (Webequie First Nation Reserve). The Project will require access to, and the use, occupation, exploration, and development of lands and resources currently used for traditional purposes by Webequie and other Indigenous communities. Traditional activities of these First Nations include hunting, gathering and fishing, as well as cultural and spiritual activities. As part of the input received through consultation activities conducted to date for this project, Marten Falls First Nation and Neskantaga First Nation have both indicated direct impacts to their traditional territories by the Project; and Attawapiskat First Nation, Weenusk (Peawanuck) First Nation and Kasabonika Lake First Nation have asserted that they have shared traditional territory with Webequie First Nation, but have not specified as to whether these areas coincide with the project area. Weenusk First Nation has stated that they have overlapping traditional territory in and around the Winisk River downstream (north) of WFN's reserve lands. Kasabonika Lake First Nation has asserted that they share traditional territory with WFN and actively use these lands for hunting and fishing. Attawapiskat First Nation traditional territory is deemed by Attawapiskat to extend into the project area by virtue of the community's use of the Attawapiskat River and its subwatershed areas, and Attawapiskat has expressed concerns over potential effects to the "western portion" of its territory.

The current Webequie First Nation Draft CBLUP (March 2019) recognizes that there is shared territory with other First Nations within the lands that Webequie has identified as its proposed planning area, including areas shared with Neskantaga and Marten Falls that would be occupied by the Webequie Supply Road corridor (refer also to extracts below from the Webequie Draft Community Based Land Use Plan outlining the current status of discussions with Neskantaga and Marten Falls).

Neskantaga First Nation

Dialogue has been ongoing between Webequie and Neskantaga regarding shared uses and planning interests between the two communities. Community members of Webequie and Neskantaga share close family connections and common history of movement and traditional use in the area between the two communities. Neskantaga First Nation has an ongoing traditional use connection to the southern portion of the proposed Webequie planning area; in the Chipai, Fishbasket and Wapitodem River areas, south and east of Winisk Lake, the upper Winiskisis Channel, and the upper portions of the Ekwan and Attawapiskat River drainage areas that fall within the proposed planning area. Webequie First Nation honors and respects Neskantaga First Nation Indigenous use connections in the proposed planning area.

At the Draft Plan stage, in order to respect the ongoing Three-Nation discussions between Webequie, Marten Falls and Neskantaga, Webequie First Nation has chosen not to advance planning direction for a portion of the proposed planning area. Dialogue regarding the area will be ongoing between the Draft and Final Plan.

Marten Falls First Nation

Webequie and Marten Falls have engaged in regular dialogue regarding shared uses and interests, including in the context of Marten Falls' own CBLUP process. At the Draft Plan stage, in order to respect the ongoing Three-Nation discussions, Webequie First Nation has chosen not to advance planning direction in the shared area. Dialogue will be ongoing between the Draft and Final Plan to confirm a respectful planning arrangement for the shared area. Webequie and Marten Falls are currently advancing their interests in access between the communities, Ring of Fire and the region by way of proposals and environmental assessment processes for community and supply access road projects.

Due to the draft status of the CBLUP, and the fact that Plan development discussions between Webequie, Neskantaga and Marten Falls are ongoing, the shared areas cannot be shown at this time. No mapping of traditional territory can be provided for confidentiality reasons.

Webequie is also preparing a Comprehensive Community Plan (CCP) under the auspices of Crown-Indigenous Relations and Northern Affairs Canada, with the support of the Nishnawbe Aski Development Fund. This has been a four-year process, culminating in the current Draft CCP (August 2019). The CCP is complementary to the CBLUP and other community plans, and is another community-led process, rooted in Webequie's Three-Tier governance model (refer to **Section 10.1.1.2** of this Terms of Reference), that supports reconciliation, rebuilding and healing. The CCP sets out community values and visions; establishes realistic goals, objectives and measurable targets; and provides direction and guiding principles for achieving and monitoring positive change, based on sustainability and self-reliance in the context of ancestral relationships with each other and the community's land base. The land areas around the community that are inherent in the Three-Tier model include: the 34,279 ha of community land base (Tier 1 - Tawin); the protected traditional area within a 1-day walk (roughly 40-50 km radius) from the community (Tier 2 - Tashiikawiin/Tashiiwiitoo); and the area of mutual benefit with neighbouring communities, an additional 1-day walk from the community (Tier 3 - Bimachiiowiin Akkii). The CCP's goals and action strategies are laid out in relation to the following eight (8) components:

- Education and training;
- Cultural vibrancy and traditional life;
- Housing and infrastructure;
- Environmental quality and relationship with the land;
- Community health and wellness;
- Family and social conditions;
- Economic development; and
- Community leadership and governance.

Other Land and Resource Use

Notable land uses in the region include Winisk River Provincial Park, which sits north of the proposed corridor and borders the approximate northern half of the Webequie First Nation Reserve lands, the Victor Diamond Mine, located 150 km east of the project's east terminus, east of the proposed Eagle's Nest Mine site, and the Musselwhite gold mine located approximately 210 km to the west. Other uses of lands and waters in the region include tourist lodges, fly-in hunting and fishing camps and other tourist-related activities, which are not located in proximity to the WSR corridor.

According to the Ontario Ministry of Energy, Northern Development and Mines' Strategic, Network and Policy Division (J. Paetz correspondence to SLI dated April 1, 2019), there are also 56 active, unpatented mining claims and one mining lease near, or overlapping, the proposed WSR corridor. The crown land tenure and

claim holders within the mineralized zone in the McFaulds Lake area includes the following entities, as identified by ENDM:

- Noront Resources Ltd.
- Macdonald Mines Exploration Ltd.
- Canada Chrome Corporation
- Abitibi Royalties Inc.
- Metalex Ventures Ltd.
- Aurcrest Gold Inc.
- De Beers Canada Inc.
- Fancamp Exploration Ltd.
- Superior Exploration Ltd.
- Debut Diamonds Inc.
- Platinex Inc.
- Perry Vern English
- Michael Albert Haveman
- Clark Exploration and Consulting Inc.

Other information regarding land and resource use along the proposed road corridor will be collected through engagement and consultation activities, and review of various published and unpublished sources and Indigenous Knowledge information made available by First Nation communities, and will be documented in the EA.

6.4 Cultural Environment

From the perspective of the WFN and other Indigenous communities, the cultural environment encompasses a broad series of aspects for consideration and evaluation in the EA. Specifically, this includes, but is not limited to:

- Aboriginal and Treaty rights;
- Current land resource uses, such as hunting, gathering, fishing and trapping, within their traditional territories for cultural and socio-economic purposes;
- Socio-cultural character of remote communities (i.e., language, traditions, etc.) and potential for outside influences of non-indigenous peoples;
- Built heritage resources (e.g., hunting or trapping camps/cabins) and/or cultural heritage landscapes (e.g., natural features – rivers or hills) that may have spiritual and symbolic meaning to Indigenous communities; and
- Known burial or sacred sites of cultural importance to communities.

A description of the existing cultural environment from an Indigenous perspective will be gathered from Indigenous Knowledge information received from communities and will be documented in the EAR/IS.

6.4.1 Cultural Heritage Resources

A Stage 1 Archaeological Assessment will be conducted to identify and confirm areas of archaeological potential. The findings from this assessment will be documented in the EA and all archaeological assessment report(s) will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries, in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists* (Ontario). To assess potential effects to archaeological resources, the Stage 1

Archaeological Assessment will involve consultation with Indigenous communities, review of existing published data sources and information obtained from other stakeholders and agencies.

Archaeological research to date for the region suggests that the area was occupied by humans as early as 7,000 years before present. These early humans, known as the Shield Archaic Culture, tended to locate themselves near caribou river crossings. Previous archaeological research has also shown that ungulates and fish were exploited by Aboriginal peoples from circa 1000 A.D. to contact with Europeans (Noront, 2013).

Evidence also suggests that the region was intensively used during the historic fur trade. Previous research has indicated that the area is located within a region that was explored by the mid-to-late 18th century. Additionally, there is a history of mining in the region spanning from the early 20th century until the present (Noront, 2013).

The preliminary preferred corridor is also situated approximately 15 km south of Winisk River Provincial Park, which is a cultural heritage landscape feature of interest. Landforms in the park include a large moraine and drumlin field. Geological features include the Sachigo Subprovince, Big Beaverhouse Moraine, Winisk Drumlin Field, and Cochrane Advance.

6.5 Data Collection Methods and Baseline Studies

This section describes the general data collection methods and baseline studies that will be conducted to characterize and describe the existing (or baseline) natural, socio-economic and cultural conditions for the Project.

Initially, desktop studies will be utilized to collect data and pertinent knowledge for the environmental factors to be considered in the EA. This knowledge will serve to inform preliminary project design and direct efforts for further assessment of the effects to the environment. Information used for the purpose of documenting existing natural, socio-economic and cultural conditions will be gathered from background information provided by government agencies and other stakeholders, as well as published and unpublished data sources, and will be updated as required. An important information source will be Indigenous Knowledge from WFN and other Indigenous communities that will be incorporated into aspects of the EA, subject to consultation with and willingness of traditional knowledge holders and communities.

Information to characterize existing environmental conditions and features for the Project will draw upon the following secondary sources:

- Previously conducted environmental studies, including Indigenous Knowledge information obtained through consultation with Indigenous communities, will be reviewed and dated information updated as required;
- Regulatory databases;
- Aerial photography;
- Geographic Information System (GIS) databases;
- Academic literature; and
- Information obtained from regulatory agencies and other stakeholders.

In addition to the review of background data sources, field investigations and first-hand consultation with Indigenous communities and stakeholders will be used to characterize and describe existing environmental conditions for the project area. Field work studies will focus on the identified preliminary preferred corridor

(2 km wide corridor) as identified in Section 5.3, which includes the two (2) supply road alternative routes (i.e., Webequie community route and optimal geotechnical route, each 35 m in width) that are proposed to be carried forward in the EA for further examination and analysis. Field investigations will also focus on the areas where project related temporary or permanent supportive infrastructure such as aggregate pits/quarries, construction camps and access roads are proposed.

The scope and intensity of the field studies and the associated data collection and effects assessment methodologies will be defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders. This will include the development of work plans at the outset of the EA phase for valued environmental components, including the opportunity for federal and provincial agencies to review the plans and provide guidance. The contents of the work plans will also be presented to Indigenous communities to seek their input. The anticipated work plans, including the data collection methodologies, that will be developed early in the EA process include:

- Aquatic
- Species at Risk
- Vegetation
- Wildlife
- Breeding Birds
- Groundwater and Surface Water
- Geology,Terrain and Soils
- Climate Change and Air Quality
- Noise and Vibration
- Human Health
- Socio-Economic
- Visual Environment
- Cumulative Effects

6.5.1 Published Sources of Information

Table 6-3 presents a list of the preliminary published sources of information to be used to determine the existing environmental conditions.

Table 6-4: Published Sources of Information for Existing Conditions

Source of Information	Document
Banton et al	Ecosites of Ontario: Boreal Range (2009)
Birds Ontario (Bird Studies Canada, OFO, ECCC, Ontario Nature, MNRF)	Ontario Breeding Bird Atlas (OBBA) (2007)
Committee on the Status of Endangered Wildlife in Canada (COSEWIC)	Wildlife Species Assessments
Committee on the Status of Species at Risk in Ontario (COSSARO)	Ontario Species at Risk (May 2000)
Committee on the Status of Species at Risk in Ontario (COSSARO)	Species at Risk in Ontario (SARO) List

Source of Information	Document
Environment and Climate Change Canada	Species at Risk in Canada (SARA) List
Ministry of Natural Resources, 2009	The Ecosystems of Ontario, Part 1, Ecozones and Ecoregions
Ministry of Natural Resources and Forestry, 2018	Ecosystems of Ontario, Part 2: Ecodistricts
Nature Conservancy of Canada, 2011	Wetlands of the Hudson Bay Lowland: An Ontario Overview
Ontario Ministry of Natural Resources, 2011	Aquatic ecosystems of the Far North of Ontario state of knowledge
Ministry of Natural Resources, 2013	Aquatic Ecosystem Assessments for Rivers
Federation of Ontario Naturalists	Ontario Mammal Atlas (1994)
the Cornell Lab of Ornithology	ebird
Bird Studies Canada	Breeding Bird Atlas
California Academy of Sciences and the National Geographic Society	iNaturalist
Ontario Nature	The Ontario Reptile and Amphibian Atlas
Ministry of Energy, Northern Development and Mines	Abandoned Mines Information System (AMIS) database
Ministry of the Environment Conservation and Parks	Ontario Lake Partner: https://www.ontario.ca/data/ontario-lake-partner
Ministry of Environment, Conservation and Parks	Permit to Take Water and water taking map: https://www.ontario.ca/ data/permit-take-water
Ministry of the Environment, Conservation and Parks	Provincial (Stream) Water Quality Monitoring Network: https://www.ontario.ca/data/provincial-stream-
Ministry of the Environment, Conservation and Parks	Ontario Benthos Biomonitoring Network: https://www.ontario.ca/data/ontario-benthos-
Noront Resources Ltd.	Eagle's Nest Project - Federal/Provincial Environmental Impact Statement/Environmental Assessment Report (2013) – Preliminary Draft

Source of Information	Document
Webequie and Nibinamik First Nations	Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road (TPA1A) (2018)
Eabametoong, Webequie, Neskantaga and Nibinamik First Nations	All-season Community Road Study (2016)
Ministry of the Environment, Conservation and Parks	Environmental assessments, registry and approvals database
Ministry of the Environment, Conservation and Parks	General Habitat Description Mapping Product (spatial database)
Ministry of the Environment, Conservation and Parks	Policy Guidance on Harm and Harass under the Endangered Species Act (2014)
Ministry of the Environment, Conservation and Parks	Categorizing and Protecting Habitat under the Endangered Species Act (2012)
Ministry of the Environment, Conservation and Parks	Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits (2010)
Ministry of the Environment, Conservation and Parks	Model Municipal Noise Control By-Law Noise Pollution Control Guideline (NPC) Construction Equipment, Publication NPC-115 (NPC-115) (1978)
Ministry of the Environment, Conservation and Parks	Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning, Publication NPC-300 (NPC-300) (2013)
Ministry of the Environment, Conservation and Parks	Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning, Publication NPC-300 (NPC-300) (2013)
Ministry of the Environment, Conservation and Parks	General Habitat Description Mapping Product (spatial database)
Ministry of the Environment, Conservation and Park	Policy Guideline on Harm and Harass under the Endangered Species Act (2014)
Ministry of the Environment, Conservation and Parks	Categorizing and Protecting Habitat under the Endangered Species Act (2012)

Source of Information	Document
Ministry of the Environment, Conservation and Parks	Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits (2012)
Ministry of Transportation (MTO), Fisheries and Oceans Canada (DFO), MNRF	Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (2013)
Ministry of Natural Resources and Forestry	Significant Wildlife Habitat Technical Guide (2000)
Ministry of Natural Resources and Forestry	Significant Wildlife Habitat Ecoregion Criteria Schedules (2012)
Ministry of Natural Resources and Forestry	Ontario's Woodland Caribou Conservation Plan (2009)
Ministry of Natural Resources and Forestry	Bat Survey Protocol for Treed Habitats (2017)
Ministry of Natural Resources and Forestry	Wildlife Monitoring Programs and Inventory Techniques for Ontario (1997)
Ministry of Natural Resources and Forestry	Land Information Ontario (LIO) (2016)
Ministry of Natural Resources and Forestry	Survey Protocol for Eastern Whip-poor-will in Ontario (2014)
Ministry of Natural Resources and Forestry	Natural Heritage Reference Manual (NHRM) (2014)
Ministry of Natural Resources and Forestry	Range Management Policy in Support of Woodland Caribou Conservation and Recovery (2014)
Ministry of Natural Resources and Forestry	General Habitat Description for the Forest-dwelling Woodland Caribou (*Rangifer tarandus caribou*) (2013)
Ministry of Natural Resources and Forestry	Integrated Range Assessment for Woodland Caribou and their Habitat: The Far North of Ontario 2013 (2014)
Ministry of Natural Resources and Forestry	Best Management Practices for Aggregate Activities and Woodland Caribou in Ontario
Ministry of Natural Resources and Forestry	State of the Woodland Caribou Resource Report (2014)
Ministry of Natural Resources and Forestry	Woodland Caribou (*Rangifer tarandus caribou*) in the Far North of Ontario: Background information in support of land use planning (2014)

Source of Information	Document
Ministry of Natural Resources and Forestry	Wolverine Government Response Statement (2016)
Ministry of Natural Resources and Forestry	Wolverine Recovery Strategy (2013)
Natural Heritage Information Centre	Biodiversity Explorer Database
Natural Heritage Information Centre (NHIC)	Rare Vascular Plants (1999)
NHIC, MNRF	Ontario Herpetofaunal Summary Atlas (2000)
Ontario Nature	Ontario Nature Reptile and Amphibian Atlas
Phair, C., Henson, B.L., and Brodribb, K.E.	Great Lakes Conservation Blueprint for Aquatic Biodiversity. Volume 2: Tertiary Watershed Summaries (2005)
Royal Ontario Museum (ROM)	Field Guide to Freshwater Fishes of Ontario (2008)
Statistics Canada	Census Profile and National Household Survey (2016)
The Cornell Lab of Ornithology	eBird
California Academy of Sciences, and the National Geographic Society	iNaturalist
Carbon Storage and Potential Methane Projection in Hudson Bay Lowlands	Ontario Forest Research Institute
Hydrological functions of mine-impacted and natural peatland- dominated watershed, James Bay Lowlands	Journal of Hydrology (2015)
Mercury Studies	Cree of Eeyou Istchee – March 2005.
Effects of a changing climate on Peatlands in Permafrost: A Literature Review and Application to Ontario's Far North	Climate Change Research Report CCRR-34

6.5.2 Baseline Studies

Baseline studies will include the following to characterize the environment.

- Natural (Biophysical) Environment, including:
  - Terrestrial Environment (vegetation, wildlife and wildlife habitat)

  - Aquatic Environment (fish and fish habitat)
  - Species at Risk (terrestrial and aquatic)
  - Air quality
  - Climate Change
  - Acoustic Environment (Noise & Vibration)
  - Surface Water, including hydrology and water quality
  - Groundwater
  - Geology, Terrain and Soils, including geochemistry

- Socio-Economic Environment, including:
  - Profiles of Indigenous Communities - population, demographics, education, employment, household composition and infrastructure and social services, with specific focus on the Indigenous communities surrounding Webequie First Nation, including: Attawapiskat First Nation, Eabametoong First Nation; Kasabonika Lake First Nation; Marten Falls First Nation; Neskantaga First Nation; Nibinamik First Nation; Aroland First Nation and Weenusk (Peawanuck) First Nation
  - Human Health and Social Issues
  - Traditional Land and Resource Uses

- Cultural Environment, including:
  - Archaeological Resources
  - Built Heritage and Cultural Heritage Landscapes

The specific objectives of the baseline studies are to:

- Describe the existing natural, socio-economic and cultural environments for the project area;
- Facilitate the assessment of potential environmental effects for all phases of the Project;
- Provide the basis for the identification and development of appropriate impact management measures (i.e., mitigation) to avoid or reduce the identified potential adverse environmental effects and enhance potential benefits of the Project;
- Identify and evaluate project alternatives to minimize potential adverse environmental effects and optimize benefits; and
- Establish benchmarks for environmental effects and compliance monitoring that will be implemented during the construction, operation and maintenance of the Project, as required.

The Webequie Project Team will interact with potentially affected Indigenous communities and/or other interested groups during the baseline data collection period to facilitate the two-way exchange of information (i.e., Indigenous Knowledge) and opportunities to express their concerns and preferences with regard to the project development.

The description and characterization of the existing environmental conditions provided in the ToR (Sections 6.3, 6.4 and 6.5) will be presented in greater detail in the EAR/IS and will include the detailed methodologies and results of the baseline field programs that were completed to support the EA.

7 Potential Environmental Effects

The Project will likely result in a number of potential environmental effects, which will be identified and assessed as part of the EA. Potential environmental effects as result of the Project can be positive or negative, direct or indirect, short-term or long-term, and can occur throughout all of the project phases (construction, operation and maintenance, and retirement). The environmental effects will be evaluated on the basis of their direction (positive, negative or neutral), magnitude, geographic extent, duration, frequency and reversibility, using applicable criteria and indicators to be fully developed during the EA.

The assessment will incorporate input from potentially affected and/or interested Indigenous communities, government ministries and agencies, the public and stakeholders. It is expected that a broader and more detailed range of potential effects will be identified once the final baseline studies are completed and the results of the consultation and engagement program have been considered. It is possible that some of the potential effects, such as impacts to wildlife movement from the development of a linear road corridor, and increased human access to remote areas, may require more detailed field investigations or surveys to determine their full extent/scope. As part of the assessment, consideration will also be given to confirming whether environmental effects of the Project could combine with the effects of other present and reasonably foreseeable developments (cumulative effects).

Additionally, as part of the effects assessment process, WFN will document existing Aboriginal and Treaty rights, including traditional and current land uses and other socio-economic aspects. This process will include seeking Indigenous Knowledge information from Indigenous communities during the consultation/engagement program for the Project. Indigenous Knowledge information, where provided, will be integrated into all relevant aspects of the EA, but the data will remain proprietary property of the communities that provide it. The EAR/IS will describe Indigenous communities, their traditional uses of the land and their established and asserted claims, including accommodation as necessary to address potential effects to Aboriginal and Treaty rights. Section 10 of the ToR details the consultation process in greater detail. Design considerations and mitigation/remedial measures recommended to reduce or eliminate potential environmental effects will be described in the EAR/IS. Mitigation measures will be developed in consultation with Indigenous communities, government ministries and agencies, stakeholders and other interested parties.

The EA will also include an Environmental Protection Plan (EPP) specific to the construction and operations phases of the Project. The EPP will specify procedures and mitigation measures to be implemented to reduce or eliminate potential negative effects of the Project and will utilize standard industry guidelines and BMPs, with input from Indigenous communities. It is also anticipated that the EPP will include a series of contingency plans and management plans, such as a spill prevention and response plan, a waste management plan, an environmental contingency and emergency preparedness plan, and a blast management plan, should blasting be required.

The following sections provide a description of the preliminary potential environmental effects of the Project. The identification of potential environmental effects is initially based on the project components and activities described in Section 4.0 – Description of the Undertaking (“the Project”).

7.1 Natural Environment

7.1.1 Geology, Terrain and Soils

Potential effects of the road construction will involve site clearing and re-contouring of topography (cut and fill grading) that will change the local terrain (topography and surficial geology) from existing conditions. Removal of overburden will also be required to construct structure foundations at waterbody crossings. Locally sourced aggregate extraction and processing areas have the potential to change topography and terrain, which may directly cause adverse effects to surface drainage patterns or catchment areas. Changes to terrain are not anticipated during the operations phase for the Project as grading, site clearing and preparation are not required following construction, and permanent access roads established during construction will be used during operation of the road. Effects of using locally sourced gravel (e.g., eskers) as construction material for the road could also release naturally abundant metals to waterbodies.

Soil compaction, rutting, and admixing from road construction activities have the potential to change soil quality by altering physical, chemical, and biological characteristics that encompass overall soil health. Changes in soil quality and quantity may also occur during construction due to a potential increase in erosion and sedimentation rates related to such activities as vegetation clearing, excavation, grading and stockpiling of excess earth material.

Spills from chemical or hazardous material (e.g., petroleum products,) could contaminate soils and cause adverse effects on aquatic organisms, soil organisms, and vegetation. Changes to soil quality from chemical or hazardous material spills is possible during the construction and operations (maintenance) phases of the Project.

Piled snow along the roadside can affect ground temperature and thawing of permafrost, where it is located close to ground surface. However, in the sporadic permafrost band where the project area is located, permafrost occurs in islands and ground ice content in the active layer is not significant. Therefore, given the general lack of permafrost in the area and the limited width of road surface to be cleared of snow (~11 m), the insulating effects of snow on warming of permafrost are not expected to be problematic. Similarly, any permafrost that exists in the project area is not anticipated to have a measurable destabilizing effect on the road infrastructure.

7.1.2 Groundwater

Temporary construction dewatering of excavations for structure foundations can cause the groundwater levels to be temporarily lowered, thereby reducing groundwater availability to nearby groundwater features (i.e., wetlands, streams, water wells, springs). If not mitigated properly, construction groundwater discharge from dewatering activities has the potential to result in erosion and mobilization of sediment at the discharge point and along the flow path, with elevated suspended solids and potential release of contaminants (i.e., sediment) to receiving waterbodies. Groundwater quality may also be adversely affected by an accidental spill of contaminants (e.g., petroleum or chemical products) during the construction and/or operations phases of the Project.

Vegetation clearing will take place for the road corridor, construction of temporary/permanent access roads, construction camps, laydown areas and aggregate extraction areas. Clearing of vegetation may increase recharge to the shallow groundwater table in higher permeability areas, thereby increasing local groundwater levels and increasing groundwater availability to nearby groundwater features (i.e., water wells, springs, wetlands and streams).

Portable water for construction camps is expected to be provided from new water wells. The temporary pumping of construction camp water supply wells can lower groundwater levels and has the potential to reduce groundwater availability to nearby groundwater features.

The hardening of surfaces to construct the supply road and supportive infrastructure, such as construction camps and laydown/storage yards, has the potential to reduce groundwater recharge and lower the groundwater levels resulting in changes to groundwater quantity or patterns of flow that provide base flow to watercourses or discharge to wetlands.

7.1.3 Hydrology and Surface Water

The construction, operation and maintenance of the WSR, as well as the construction of the structure foundations, access roads, and other supportive infrastructure (e.g., construction camps, aggregate pits) could result in changes to surface water quantity and quality. The construction and/or maintenance of these project components is expected to result in changes to land cover type, specifically in areas that are currently dominated by tree cover; lowland peatlands will be converted to a cover type of bare ground or gravel surfaces. The potential effects to surface water quantity as a result of the identified changes in land cover may include a local increase in runoff rates and runoff volumes at the various project components, and, in turn, an increase in stream flows, water levels, and erosion-sedimentation processes at nearby waterbodies (i.e., downstream receivers).

The installation and maintenance of waterbody crossing structures (temporary and permanent) during the construction and operations phases of the Project may result in changes to channel hydraulics at the affected portion of the waterbody, and, in turn, potential changes in surface water quantity (e.g., increased flooding) or erosion due to modifications in channel form and function.

Construction activities, such as vegetation clearing, grading, excavation, equipment and machinery use, and temporary/permanent watercourse crossings may temporarily increase erosion and result in sediment delivery to nearby waterbodies due to the creation of exposed soils. Potential sedimentation in surface waterbodies may result in adverse effects to water quality (e.g., elevated concentrations of sediment), or alter baseflow in waterbodies or water temperatures. Construction activities may also affect surface water quality through the introduction of contaminants (petroleum or chemical products) resulting from improper management and maintenance of equipment (e.g., leaks), construction water from dewatering activities, from road maintenance activities, such as salt and sand application, and accidental spills from vehicles and equipment used during the construction and operation of the WSR.

7.1.4 Wildlife

Based on the expected interaction between the project components and activities, potential project effects on wildlife (including species that are considered country foods) include:

- Clearing, grading and stockpiling of materials during construction of the Project and operation of the WSR could result in loss or alteration of vegetation that may change habitat availability, use, and connectivity and influence wildlife abundance and distribution, as well as predation opportunities;
- Changes to hydrology may alter drainage patterns and increase/decrease drainage flows and surface water levels that can cause changes to soils and vegetation, which can affect wildlife habitat availability and distribution;

- Introduction and spread of noxious and invasive plant species (e.g., from external equipment/vehicles brought to site) can affect plant community composition, which can affect wildlife habitat availability and distribution;
- Collisions with vehicles during construction and operations may cause injury or mortality to individual animals;
- Attraction of wildlife to construction camps (e.g., food waste) or the road corridor itself during construction may increase human wildlife interactions and change predator prey relationships, which can affect wildlife survival and reproduction;
- Increase in public access (others outside of Webequie community) could affect wildlife survival and reproduction through vehicle strikes and/or legal and illegal hunting (poaching);
- Chemical, petroleum or other hazardous material spills along the WSR, or along access roads, could affect wildlife survival and reproduction;
- Dust and air emissions, and subsequent deposition of contaminants can change soil quality and vegetation, which can affect wildlife habitat availability and distribution; and
- Sensory disturbance related to proximity (noise) impacts from construction equipment, roadway traffic and increased air traffic can affect habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals, caribou in particular.

The project activities also have the potential to adversely affect migratory birds, as defined under the *Migratory Birds Convention Act* (MBCA). The greatest potential impact on migratory birds would occur if vegetation clearing activities were conducted during the Primary Nesting Period for birds. This is the period when the percent of total nesting species is greater than 10%, and occurs between April 21 and August 14 for the project area, although nesting also infrequently occurs outside of this period. Potential effects to migratory birds, including mitigation measures, will be identified as part of the EA. A key mitigation and preliminary recommendation to prevent harm to migratory birds is to avoid any vegetation clearing between April 21 and August 14.

7.1.5 Vegetation

Potential effects on vegetation communities (e.g., riparian, wetland, upland, etc.) resulting from the construction phase of the Project include changes to community diversity, loss of vegetation, changes to wetland quantity and function, and changes to species diversity or composition.

Construction of road and supportive infrastructure, such as temporary access roads, laydown areas, construction camps and aggregate extraction areas, will result in direct removal of vegetation. Potential indirect effects could include changes to the characteristics and function of vegetation communities from uncontrolled erosion and sedimentation, or accidental release of contaminants during the construction and operations phases of the Project. Fragmentation of vegetation communities, and the habitat this provides to wildlife, may also occur as a result of the project components and activities.

In summary, based on the interaction between the project components and activities, potential project effects on vegetation include:

- Reduced soil quantity during earth moving activities may affect revegetation/restoration;
- Soil disturbance and stockpiling can change physical, chemical, or biological properties of soil, increase erosion potential, and affect revegetation/restoration;
- Changes to hydrology may alter drainage patterns and increase/decrease drainage flows and surface water levels, which could cause changes to soils and upland, wetland and riparian ecosystems;

- Chemical, petroleum or other hazardous material spills along the WSR, or along access roads, could affect soil quality and upland, wetland and riparian ecosystems;
- Dust and air emissions, and subsequent deposition, can affect upland, wetland and riparian ecosystems through changes in soil quality and direct contact with plants;
- Introduction and spread of noxious and invasive plant species (e.g., European Common Read) from external equipment/vehicles brought to site could affect upland, wetland and riparian ecosystems. Use of herbicides to control vegetation along the road corridor, if elected to be used during operations, could adversely affect vegetation; and
- Removal of wetland (e.g., bogs, peatland) could reduce the capacity of these areas to store carbon and thereby regulate climate.

7.1.6 Fish and Fish Habitat

Effects on fish and fish habitat, as defined under the *Fisheries Act* and including species identified as country food, may occur due to potential changes to the quantity and quality of habitat. Project related effects and/or activities with the potential to harm fish, or alter fish habitat, include:

- Physical alteration to fish habitat during construction of temporary and/or permanent waterbody crossings, related to such activities as:
  - operation of equipment in a waterbody (i.e., below the high-water mark; or in-water work)
  - installation of work area isolation structures during construction
  - bank treatments, site preparation, and restoration
  - placement of structures, fill, or other materials in a waterbody
  - removal of temporary structures from a waterbody at access road crossings
  - dewatering or removal of beaver dams
- Changes to channel morphology, hydrology and use of habitat features (riffles, pools, etc.) through alteration in the shape of the streambed and bank composition/stability from construction of waterbody crossings, including temporary access roads;
- Changes in fish accessibility to habitat, where the crossing structure (e.g., perched culvert) forms a barrier to fish passage (e.g., migration or access to spawning/reproduction area), which can cause habitat fragmentation and changes to genetics of fish populations;
- Increased rates of erosion from land disturbance activities or from removal of riparian vegetation, causing deposition of sediment in waterbodies that can result in loss of habitat, degraded water quality, alteration to baseflows or water temperatures, disruption of fish life processes or fish and egg mortality;
- Chemical, petroleum or other hazardous material spills along the WSR, or along access roads, could affect fish or fish habitat through adverse changes to surface water quality;
- Effects on fish community dynamics due to increased angling pressure and related activities, including selective removal of some species, or local reductions of species numbers (inclusive of species that are considered country foods); and
- Effects on fish from invasive aquatic life introduced through angling activities of those outside of the community of Webequie.

Potential project effects to fish and fish habitat are higher during the construction phase, but remain during the operations and maintenance period. To mitigate potential adverse effects to fish and fish habitat, waterbody crossings, such as culverts, will be designed and installed in accordance with applicable federal and provincial guidelines and standards to avoid or minimize harm to fish and fish habitat.

7.1.7 Species at Risk

As noted in Section 6.2.6, from the preliminary presence/absence determination conducted to date based on the review of background information sources and select field studies, there are a number of provincially and/or federally listed Species at Risk that could potentially be affected by the Project.

Potential effects to Species at Risk at the current early planning stage of the Project are broadly identified to include: increased mortality; harm and/or disturbance; displacement, alteration, fragmentation or removal of habitat; population stress; and increased predation and poaching opportunities.

7.1.8 Air Quality

Construction activities have the potential to temporarily affect local air quality in the immediate vicinity of the Project. Emissions from construction are primarily comprised of fugitive dust (i.e., particulate matter that is suspended in air by wind action and human activity) and tailpipe emissions (e.g., nitrogen oxides and carbon monoxide) from the movement and operation of construction equipment and vehicles. Potential effects associated with construction are anticipated to be minimal due to their short duration in any one location and intermittent frequency. The emission sources associated with construction of the Project include the following:

- Land clearing and material handling, including establishing and maintaining stockpiled erodible materials;
- Vehicular and equipment emissions;
- Fugitive dust from vehicles travelling on gravel roadways and other (exposed) earth surfaces; and
- Diesel generators (power source) at the construction camps and maintenance yards during operation of the road.

Where it is in close proximity to construction and operations activities, vegetation serving as country (traditional) food or medicinal plant sources for Indigenous communities (e.g., berries, wild rice, juniper) may also be affected through deposition of particulate matter.

The operation of the WSR would contribute to changes in the local air quality as a result of vehicular traffic volume (expected to be less than 500 vehicles per day) and equipment and vehicles used for operation and maintenance activities. Vehicular exhaust emissions will consist primarily of nitrogen oxide, carbon monoxide, sulphur dioxide, suspended particulates, and volatile organic compounds, as well as greenhouse gases (GHG).

7.1.9 Climate Change

Historic climate data from the Big Trout Lake weather station, about 200 km northwest of Webequie, show that, since 1980, average annual winter daytime temperatures have increased by 1.5°C; fall daytime temperatures have increased by 1.5°C to 2°C; and summer daytime temperatures have also increased over the same period. Trend analysis of temperatures at Big Trout Lake suggests average annual winter daytime warming of about 2°C by the 2050s compared to this decade. Climate modelling indicates that the increase could be nearly double that figure[5]. Winter freeze-up in regional watercourses used by Webequie community members (e.g., Fishbasket River) is reportedly now in November, compared to October or

[5] Webequie First Nation: Adapting to Climate Change (Part 2 of "Climate Change Impacts in Far North Communities"). Peterson, David, Laurentian University; Wabasse, Harry, 2012. P. 3.

September a generation ago; ice is thinner; and spring break-up can be as early as February[6], resulting in reduced and less safe winter road/trail operation periods.

The Project is expected to produce greenhouse gases that may contribute to the aforementioned trending changes in climatological parameters. These emissions will be primarily in the form of exhaust from construction equipment and vehicles during the construction phase; during the operations phase, emissions will be from vehicles travelling on the road and from vehicles and equipment engaged in maintenance activities.

The Project will also create changes to the landscape (permanent removal of peatland and forested areas), potentially resulting in reductions in the ability of these terrestrial carbon sinks to capture and store carbon, which, in turn, may contribute to climate change. In addition, the Project in combination with climate changes may increase the risk and vulnerability of immediately adjacent and downstream ecosystems to the effects of climate change (e.g., erosion in watercourse channels as a result of increased impervious surfaces combined with higher water levels in flood seasons; lower contributions to downstream riparian flows/water levels due to barrier effects).

Examples of other potential climatic and related environmental changes, including those related to food security, comprise:

- Less average annual rainfall;
- Lower water levels in watercourses and drying wetlands in non-winter seasons, resulting in challenges for hunting and gathering activities (more difficult travel/reduced access to some country food and medicinal plant harvesting areas; fewer sightings of some small mammals; earlier fish spawning and changes in fish taste/texture; additional travel to access some fish species);
- Increased incidence of heavy rain and thunderstorms in winter (increased risk of localized flooding as runoff from frozen ground overwhelms roadside ditches and culverts);
- Increased variability in winter daytime temperatures (benefit of reduced heating costs with increased temperatures);
- Hotter summer days, with short severe heat spells (declines in some upland tree and riparian shrub species; increased risk of wildfires; hot weather health alerts); and
- Changes in staging areas for migrating waterfowl and mating areas for moose (less predictability for goose and moose hunts).

The environmental assessment will include the following three principal considerations of climate change addressed in the MECP guide entitled *Considering Climate Change in Environmental Assessment in Ontario*, which is a companion to the MECP Codes of Practice for preparing and reviewing Terms of Reference and Environmental Assessments:

1) The impacts of the Project on climate change;
2) The impacts of climate change on the Project; and
3) Identifying and minimizing negative climate change impacts during implementation of the Project.

The assessment will respond to MECP's expectation that the proponent takes into account:

- The project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
- Vulnerability and resilience of the Project and adjacent ecosystems to changing climatic conditions (climate change adaptation).

[6] Ibid. P. 3.

Project Impacts on Climate Change

Greenhouse Gases - The Project Team recognizes that carbon dioxide is only one of many greenhouse gases in the earth's atmosphere (others include methane, nitrous oxide and halogenated carbon compounds). However, the WSR assessment will focus on carbon dioxide, principally in relation to direct contributions of emissions from equipment/machinery and vehicles during both the construction and operations phases. The project team's preliminary estimate of GHG emissions will be updated for both the construction and operations phases.

Landscape Changes - Recognizing the key role that forested areas and the Hudson Bay and James Bay Lowlands play in sequestering carbon, the assessment will address the effects of deforestation and the removal of peatlands in reducing the capacity of carbon sinks in the region to remove and store carbon dioxide from the atmosphere. The peatland analysis will include, as applicable, the effects of peat removal, covering, dewatering, storage, restoration and other disturbances associated with the Project on carbon storage and greenhouse gas responses.

Impacts of Climate Change on the Project

The assessment of climate change effects on the Project will assist in identifying unintended potential risks and impacts to adjacent ecosystems and human health. These will be related principally in terms of risk and vulnerability levels to the road infrastructure during the construction and operations phases, in the context of trending severe weather events. It will also include consideration of the degree to which the cumulative effects of climate change on the Project (and the Project itself) contribute directly or indirectly to the vulnerability or resilience of adjacent ecosystems, such as watercourses and peatlands.

The considerations above will be based on both quantitative and qualitative assessments. For example, it is expected that the assessment of greenhouse gases will be quantitative, entailing an estimation of the generation of carbon equivalents based on a determination of the type, number and duration of equipment operation, and with the use of manufacturers' information on equipment and machinery exhaust emission rates/content. Methods and calculations based on the Ontario and International Panel on Climate Change *Guidelines for National Greenhouse Gas Inventories* will be documented. The degree of calculation and estimation effort will be aligned with the level of significance the Project Team attaches to climate change effects associated with the Project.

The assessment of means to reduce or mitigate potential climate change effects will be more qualitative in nature, including consideration of other measures that may have been used on similar projects. Examples include: the use of different construction materials and methods; optimization of transportation of materials and equipment; means to achieve energy efficiencies; waste reduction measures; construction schedule changes; and site restoration measures (e.g., tree planting to offset generated emissions).

The climate change assessment will be conducted primarily in the context of potential impacts to Indigenous peoples. In addition to placing some reliance on historical recorded meteorological data to establish climatic trends, the Project Team will seek input from First Nation communities with respect to their observations and perceptions of changes and trends in climatic parameters and dependent resources and amenities, including:

- Seasonal precipitation, temperature and wind, including effects on infrastructure (e.g., winter roads);
- Trees, birds, animals and medicinal/edible plants in the bush;
- Lakes, rivers, wetlands and soils (hydrology, permafrost, water quality/levels, fish, birds, animals, insects);
- Severe weather and other major related events/emergencies (thunderstorms, water funnels, tornados, fire and flooding); and
- Related changes in community health and well-being.

The EA will also include a discrete concluding statement detailing how climate change was considered in the overall assessment of effects and the development of mitigation measures.

7.1.10 Noise

Project construction activities, such as the operation of equipment and machinery used for clearing, grading and earth moving, have the potential to cause temporary noise and vibration effects at sensitive receptors. These effects are not anticipated to be long-term, due to the temporary nature of construction activities. However, once constructed, the WSR will accommodate heavy and light vehicles that will allow for the movement of materials, supplies and people between the Webequie Airport and the McFaulds Lake area. Based on the types of vehicles that will use the WSR, there is a low potential for producing groundborne vibration effects. However, due to the remote nature of the project area, with low ambient noise levels, there is potential for traffic along the WSR to generate a perceptible change in the noise levels at nearby human noise receptor areas, which include the community of Webequie and the mine exploration camp at the McFaulds Lake area operated by Noront. Similarly, these sensitive receptors may experience increased noise from airplane and helicopter traffic during both the construction and operations phase of the Project.

These same noise impacts may also result in sensory disturbance to wildlife. Sensory disturbance can impact habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals, caribou in particular. Sensory disturbance is most detrimental during key periods, such as late winter when animals tend to be in poor condition, and during reproductive season (spring/early summer).

Potential environmental impacts related to the acoustic environment will be further assessed in the EA, including potential effects to human health and wildlife sensory disturbance.

7.2 Socio-Economic Environment

Socio-economic impacts can be positive or negative; and can occur at various units of social order: individuals, families/clans, businesses, communities and economic sectors. Both potential positive and negative socio-economic effects of all phases of the Project will be assessed as part of the EA process, including identifying appropriate impact management measures to reduce or eliminate any significant negative effects and identifying means of enhancing potential benefits.

Effects assessment linkages with other environmental disciplines will be determined, if applicable (e.g., links between socio-economic environment and visual aesthetics, noise, terrestrial and aquatic environments, and human health).

A preliminary list of potential socio-economic effects is presented in **Table 7-1.**

Table 7-1: Potential Effects to Socio-economic Environment

Potential Effects
Positive Effects/Benefits
Economic • Employment and economic benefits to community members and businesses of neighbouring Indigenous communities during construction and operation/maintenance • Emergence of economic opportunities along the road

Potential Effects
• Opportunity for WFN and other First Nations to own and/or construct and operate the road, including opportunity for revenue generation and potential for subsequent investment in economic development opportunities **Education/Training** • Opportunities for capacity building and business training • Opportunities for youth-employment and training • Possible higher overall educational levels and capacity **Social** • Higher household incomes from increased economic activity, allowing for Improved standard of living
Negative Effects
Social/Health • May result in easier access to undesirable substances, possibly causing more health and social issues in community • More outsiders coming into area, causing possible social issues (i.e., community safety) **Socio-economic** • Although not proposed as part of the Project, should the supply road be connected to the existing provincial road network in the future, there may be a reduction in the amount government transfer payments currently paid to the community/its members due to changes in remote status, with this reduction likely phased in gradually • May facilitate more outsiders coming into community, such as resource users, that put a strain on traditional territories for hunting, fishing, mineral resource exploration, as well as pressure on wildlife populations and movements

7.2.1 Effects on Traditional/Indigenous Land Use

The EA will specifically and directly consider potential project effects on Aboriginal or Treaty rights. Through WFN discussions and engagement/consultation with other Indigenous communities, the assessment will evaluate and take into account potential changes in the traditional availability of, access to and use of resources, and the ability of communities to exercise their Aboriginal or Treaty rights.

In coordination with other provincial government ministries and agencies, Ontario (MECP) has provided a list of twenty-two (22) Indigenous communities where WFN should undertake consultation and engagement activities. The list is Ontario's (MECP) current understanding of those communities whose Aboriginal and Treaty rights may be potentially affected by the Project, and/or that may have interests in the Project. At present, sixteen (16) of these Indigenous communities may have Aboriginal or treaty rights that may be adversely affected by the Project, whereas the other six (6) Indigenous communities are considered to have potential interests in the Project. A Consultation Plan to engage communities during the EA, including WFN's overall approach to engagement and consultation, is detailed in Section 10 of the ToR. The

Consultation Plan outlines the degree and manner in which the identified Indigenous communities will be engaged and consulted.

7.3 Cultural Environment

The Project may have the potential to affect the cultural environment, including, but not limited to, the following areas of interest and value to Indigenous communities:

- Aboriginal and Treaty rights, which are the collective rights of Indigenous communities flowing from their status as the original peoples of Canada. These rights are recognized and affirmed by Section 35 of the *Constitution Act* (refer to Section 7.2.1 above);
- Effects to land resource uses, such as hunting, gathering, fishing and trapping, within their traditional territories;
- Effects to the socio-cultural character of remote Indigenous communities (e.g., language, traditions, etc.) from potential outside influences of non-indigenous peoples;
- Loss of, or adverse effects to known archaeological sites and areas of archaeological potential;
- Effects to known burial sites (to address the possibility that the Ontario *Funeral, Burial and Cremation Services Act* may apply); and
- Effects to known and potential built heritage resources (e.g., old hunting or trapping camps) and/or cultural heritage landscapes, including historic, spiritual and symbolic sites of interest or value to Indigenous communities.

Consultation and engagement with Indigenous communities, including receiving Indigenous Knowledge information where available, will be used to characterize and describe the existing cultural environment and assess potential impacts.

To assess the potential effects of the Project on cultural heritage resources, as defined under the *Ontario Heritage Act*, a Stage 1 Archaeological Assessment will be undertaken by a licensed archaeologist in accordance with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) *Standards and Guidelines for Consultant Archaeologists* (2011). The assessment will involve review and research of geographic and historical features and land use history of the preferred corridor and its surroundings. The purpose of the Stage 1 Archaeological Assessment will be to evaluate in appropriate detail the preferred corridor's archaeological potential (i.e., the likelihood that the area contains archaeological resources).

The MHSTCI requirements for Stage 1 Archaeological Assessment include Aboriginal consultation and engagement, and establishing protocols to be implemented in the event that unexpected archaeological finds are encountered during construction of the Project.

With respect to encountering unknown archaeological resources during construction, typical contingency or mitigation measures to be implemented by the construction contractor in such an event would include:

- Notifying MHSTCI if any archaeological resources are impacted by the EA work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.
- If human remains are encountered, all activities must cease immediately and the local police and the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources,

MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations, which would be a contravention of the *Ontario Heritage Act*.

The assessment of effects to built heritage resources and cultural heritage landscapes, including historical and cultural components (e.g., sacred or spiritual sites to Indigenous communities) will be documented in a Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report prepared by a qualified person with recent and relevant experience in consultation with Indigenous communities.

The archaeological, built heritage and cultural heritage landscape assessments will identify potential impacts and recommend measures to avoid or mitigate potential negative impacts (e.g., refinement of road alignment, fencing of sensitive sites during construction, monitoring by qualified heritage conservation/archaeological professionals during construction), where appropriate. Should potential effects to cultural heritage resources be identified during the EA process, WFN will engage with potentially affected Indigenous communities and the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries to review avoidance and other mitigation options.

8 Approach to Assessment and Evaluation of Effects

This section describes the proposed approach to carrying out the assessment and evaluation of environmental effects for the Webequie Supply Road Project. The effects assessment and evaluation will be completed on the proposed preliminary corridor, alternative routing alignments and supporting infrastructure elements (e.g., aggregate source sites) to accommodate the all-season road and potential future power/telecommunication lines. The Ontario *Environmental Assessment Act* requires an assessment of the potential environmental effects, evaluation of alternatives, description of impacts, identification of mitigation measures and description of the net effects of the Project on the environment.

The assessment approach for the Project will be guided by the Webequie First Nation Three-Tier approach to consultation, whereby neighbouring First Nations are engaged/consulted in a respectful manner that acknowledges and reflects the culture, traditions and beliefs of their people and ancestors, and the shared history and aspirations of its neighbouring communities. The Three-Tier approach has been passed on through generations by Indigenous Knowledge Keepers and forms part of the Elders' Guiding Principles. The Three-Tier approach consists of a: Core Tier – Webequie First Nation; a Regional Tier – First Nation Neighbours and Government Agencies; and a Foundational Tier - Social and Economic Benefits from the Land. Details on the Three-Tier framework with respect to the approach to engagement and consultation are presented in Section 10 – Consultation.

The Webequie Project Team's approach to the assessment of effects is intended to satisfy the regulatory requirements of the Ontario *Environmental Assessment Act* and the federal *Impact Assessment Act*. The assessment will be based on the approved Terms of Reference, the Ministry of the Environment and Climate Change (now MECP) *Code of Practice: Preparing and Reviewing Environmental Assessments in Ontario* (MOECC, 2014a) and the Impact Assessment Agency of Canada's Tailored Impact Statement Guidelines developed specifically for this project.

An overview of the effects assessment and evaluation approach is shown in **Figure 8.1** and involves the following steps:

- Describe the purpose of the Project;
- Identify natural, socio-economic and cultural environmental factors/criteria of value or interest that could be potentially directly or indirectly affected by the project activities, including related assessment indicators (e.g., changes to harvesting, wildlife populations and their movement, etc.) for the effects assessment. A list of preliminary criteria and indicators for the environmental effects evaluation are discussed below and presented in **Appendix B**;
- Determine the assessment boundaries/study areas for each factor/criterion;
- Compile information on and characterize existing environmental baseline conditions based on Indigenous Knowledge from WFN and other Indigenous communities, as well as a combination of existing data/information sources and field programs;
- Identify and evaluate potential environmental effects, advantages and disadvantages of alternative methods of carrying out the Project, including measures to mitigate potential adverse effects; net effects; and identification of the preferred alternative method(s) (the Project);
- Assess net effects (positive and negative) from implementation of the Project, which involves:
  - Identify potential impacts and associated positive and negative environmental effects;
  - identify mitigation measures to address negative effects;

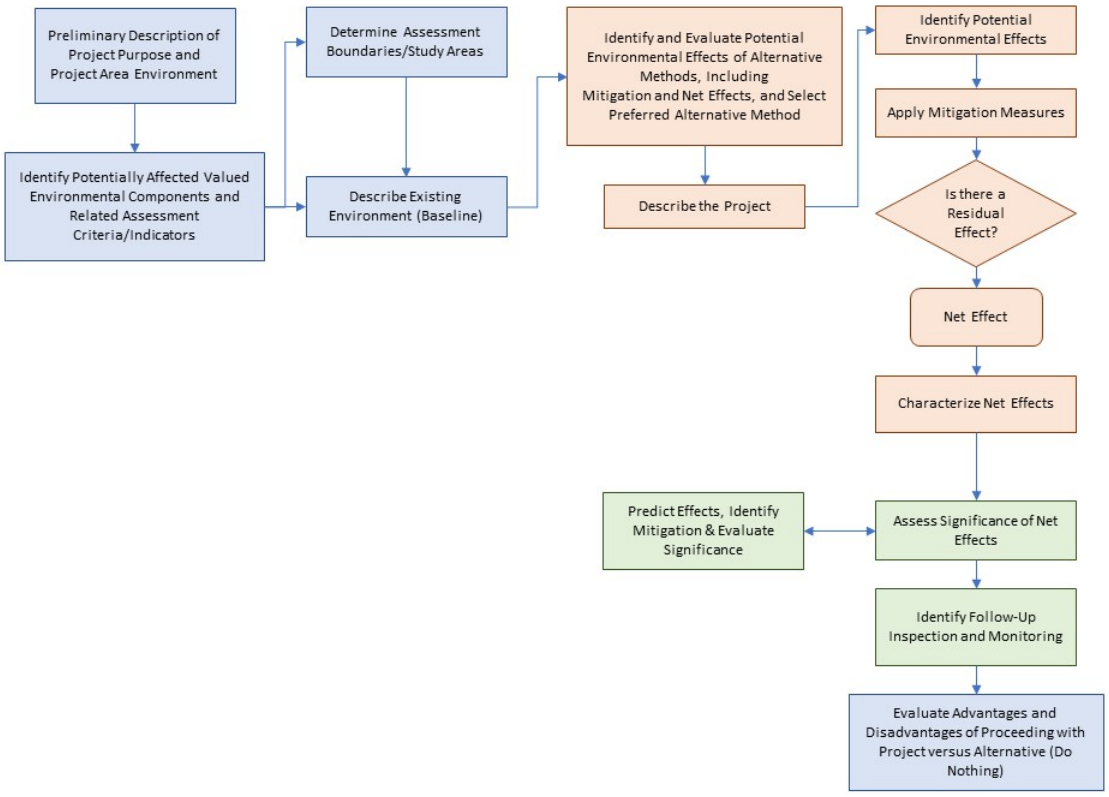
- predict the net effects;
- characterize the net effects (i.e., after mitigation measures) of the Project on environmental criteria;
- Assess the significance of the net effects (positive and negative);
- Conduct a cumulative effects assessment of the net effects of the Project in combination with other present, or reasonably foreseeable developments in the local and regional area and assess the significance of those effects;

› Identify follow-up, inspection, and monitoring programs that will be completed during and after construction to verify prediction of the projects effects and the effectiveness of mitigation measures. This would also include a compliance monitoring program to evaluate and demonstrate that the Project has been constructed and operated in accordance with commitments made in the EAR/IS; and

› Evaluate the overall advantages and disadvantages of proceeding with the Project against the Do Nothing Alternative.

A more detailed assessment method, including discipline-specific criteria and indicators, will be developed during the EA and presented in the EAR/IS.

Figure 8.1: Environmental Effects Assessment Approach



8.1 Cumulative Effects

The EA will examine the incremental net environmental effects of the Project. The assessment will also evaluate and assess the significance of net effects from the Project that overlap temporally and spatially with effects from present and reasonably foreseeable developments and activities. In addition, the assessment will evaluate and assess the significance of net effects from the Project that overlap temporally and spatially with effects from all present and reasonably foreseeable developments and activities. The Impact Assessment Agency of Canada describes cumulative effects as the sum of net effects from all past, current and reasonably foreseeable projects or activities on the physical, biological, cultural and socio-economic valued components of the environment. In general, a cumulative effects assessment for a project should include the following five (5) key steps: scoping, analysis, mitigation, significance, and follow-up.

As part of the EA, Webequie First Nation will identify and assess the project's cumulative effects using the approaches described in provincial and federal guidance documents, such as the *Operational Policy Statement: Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2015b)*;* and *Interim Technical Guidance for Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2018b). Based on these guidance documents, the cumulative effects assessment will generally include the following tasks:

- Identify and characterize net effects of the Project;
- Define spatial (i.e., Regional Study Area) and temporal boundaries (i.e., construction, operations) for each criterion where net effects have been identified;
- Identify current and reasonably foreseeable projects with effects likely to overlap both spatially and temporally with the predicted net effects of the Project;
- Predict likely cumulative effects and develop appropriate additional mitigation measures, if warranted; and
- Evaluate and determine the significance of the likely cumulative effects.

A technical work plan for the cumulative effects assessment will be prepared at the outset of the EA, including identification of which other developments will be assessed and the methodology for assessing effects. The work plan will be provided to MECP and IAAC for review and guidance, and will be summarized and presented to the public, Indigenous communities and stakeholders as part of the consultation and engagement activities for the Project.

8.2 Study Area Definitions

The EA will describe the spatial and temporal boundaries for each valued component of the environment. The geographic boundaries for the Project will indicate the areas within which potential effects are reasonably anticipated, including cumulative effects. The temporal boundaries for the Project will be generally based on the planned phases that include the construction phase: the period from the start of construction to the start of operation; and the operations phase: the operation and maintenance activities throughout the life of the Project. As such, the EA will adopt a multi-scale approach for describing existing environmental conditions and predicting effects from the Project. Specifically, the following study areas will be used to define the geographic extent within which to capture the potential direct and indirect effects of the Project.

Project Footprint: established to identify areas of direct disturbance (i.e., the physical area required for construction and operation of the Project). The project footprint is the preferred corridor (35 m right-of-way

width) and temporary or permanent areas needed to support the Project that include laydown yards, storage yards, construction camps, access roads and aggregate extraction sites.

Local Study Area (LSA): established to assess the potential, largely direct, and immediate indirect effects of the Project on the local environment. The boundaries of each LSA will extend a specified distance from the project footprint boundary to capture the direct and nearby indirect effects on an environmental component/criterion.

Regional Study Area (RSA): established to assess the potential, largely indirect and cumulative effects of the Project in the broader, regional context. The RSA extends beyond the LSA to include the maximum geographical extent to which impacts from the Project may be expected.

The EA will further define the LSA and RSA boundaries for each environmental factor/criterion (e.g., surface water, fish, wildlife, air, socio-economic, etc.) depending on the nature of likely effects and the geographic extent and characteristics of each factor. The selection of study areas will also consider comments and input received from Indigenous communities, regulatory agencies, the public and stakeholders. Study areas will also be designed to capture the maximum spatial extent of potential effects from the Project, including other existing developments and proposed reasonably foreseeable developments as in the case of the cumulative effects assessment. In general, each environmental factor/criterion or valued component will be assessed within the context of the project footprint, LSA and RSA. For example, in some cases, larger or separate study areas will be developed to address select potential natural heritage and socio-economic features, including but not limited to Caribou (Boreal population), archaeology, air/noise and socio-economic elements, to allow for greater accuracy in the prediction of project effects and development of mitigation measures.

8.3 Identification and Evaluation of Alternatives

Section 6.1(2) of the *Environmental Assessment Act* (EA Act) requires proponents to conduct an alternatives assessment to demonstrate the advantages and disadvantages of the preferred alternative in comparison to other alternatives considered. As discussed in Section 5 of the ToR – Description of and Rationale for Alternatives, the Ontario EA process requires that two types of project alternatives be considered: “alternatives to” the Undertaking (i.e., functionally different ways of addressing an identified problem or opportunity to arrive at the preferred planning solution) and “alternative methods” of carrying out the Undertaking (options for implementing the preferred planning solution).

An assessment of alternatives to the Undertaking to meet the project purpose as defined by WFN has been completed and is presented in Section 5.1 of the ToR. Alternatives to the Undertaking (the Project) that were examined included: do nothing; upgrade the existing trail system to a seasonal winter road; alternative modes of transportation (hoverbarge, airship, rail); manage travel demand; and a new all-season road. Based on the evaluation, and having considered the balance of advantages and disadvantages of each alternative, the preferred alternative is the construction of a new all-season road between Webequie First Nation and the mineral exploration and proposed mine activities in the McFaulds Lake area, as described in Section 4 – Description of the Undertaking. A new all-season road is the most reasonable planning alternative, as it best meets the objectives of Webequie First Nation by providing new and enhanced opportunities to improve Webequie’s economic and social well-being; and, given the current and projected available resources (people and financing), it is the likeliest alternative to be within Webequie’s technical and economic abilities to implement. In addition, the preferred planning alternative is consistent with provincial government plans and policies for development of the region, including the Ring of Fire area.

Based on the conclusion from the assessment of alternatives to the Undertaking, this ToR proposes that a focused EA be prepared in accordance with subsections 6(2)(c) and 6.1(3) of the EA Act. As such, the opportunities and goals of the Project have been clearly identified and the EA will not contain any further assessment of alternatives to the Undertaking, but instead will focus on alternative methods of carrying out the Project.

With respect to determining alternative methods of carrying out the Project, it is relevant to understand the background of the various road/transportation studies that have been conducted in the Webequie First Nation/McFaulds Lake region over recent years, and Webequie First Nation's community based land use planning process, to provide the context for the identification and screening of the alternative concept corridors for the WSR.

In addition to the previous transportation studies and Community Based Land Use Plan that is currently being prepared by Webequie, in 2017, WFN conducted an initial screening of supply road corridor alternatives of approximately 2 km in width between Webequie and mineral deposit area near McFaulds Lake. The screening and analysis of corridors was guided by a Local Working Group made up of community members of land users, harvesters, elders, and youth representatives. The corridor screening process included the identification of the advantages and disadvantages of corridor concept alternatives against the broad range of assessment factors (caribou habitat, culturally significant features, areas used for traditional activities, etc.), which were identified based on discussions with community members as to features and sensitivities that may be affected by the Project and what constituted valued environmental components for the community. In addition to the community based traditional land and resource use evaluation criteria, the alternative concepts were screened against criteria inherent in the broader definition of the environment that included natural, socio-economic, cultural and built environment factors and technical considerations. The result of this community based planning exercise was the identification of a preliminary preferred corridor for the supply road (35 m right-of-way width) along the centreline of the apporximately 2 km wide corridor. As further described in Section 5 of the ToR, the community's preliminary preferred route has been overlain with terrain mapping and assessment to identify a geotechnical optimal route within the 2 km wide preliminary proposed corridor. This yielded the proposed initial alternatives to be carried forward for assessment in the EA, as shown in **Figure 5.8**.

Therefore, it is proposed that, in addition to the initial alternatives and with the benefit of additional engagement and consultation, the EA may further identify and evaluate additional routing alignment alternatives within the preliminary preferred corridor, as appropriate. The 2 km corridor width will be retained to provide flexibility for refining/developing other route options for evaluation, if identified during the EA process. As indicated in Section 5.5, alternative supportive temporary and/or permanent infrastructure elements for the Project (e.g., aggregate sites, sites for temporary laydown and storage areas, sites for construction camps, and access road locations) will be evaluated during the EA. The assessment of alternative designs and/or locations will involve a comparative evaluation of the advantages and disadvantages against a set of natural environment, socio-economic environment and cultural environment and technical considerations (e.g., cost, constructability) to provide a clear rationale for the selection of a preferred alternative.

The principles for evaluating alternative methods are intended to yield a balanced design solution that maximizes the degree to which potential project benefits and opportunities can be realized, while minimizing significant adverse environmental effects. Significance of environmental net effects, including their characterization, will be determined during the EA process. It is anticipated that modifications to the project design will occur throughout the project planning process in conjunction with discussions with Indigenous

communities, government ministries and agencies, the public and stakeholders. Evaluation methodologies will be fully documented within the EA.

8.3.1 Evaluation Criteria and Indicators

In order to evaluate alternative methods for carrying out the Project and effects of the Undertaking, it will be necessary to establish criteria and indicators. Sufficient information about the criteria and indicators and how they will be developed is presented in the ToR to ensure the approach is understood by interested persons and communities, who are then able to provide informed comments. Each criterion will have one or more indicators that will identify how the potential environmental effects will be measured. A preliminary list of criteria and indicators is presented in **Appendix B** of the ToR. The preliminary list details the rationale for the selection of each of the proposed criteria and indicators, data sources, and an explanation about how each criterion and indicator will be further developed during the EA process. The preliminary list of criteria and indicators has been developed by the Webequie Project Team and includes input received during the engagement and consultation activities undertaken to date. The criteria, indicators and evaluation methods will be further developed, refined and finalized during the EA process in consultation with Indigenous communities, government ministries and agencies, the public and any other interested persons or groups. Some examples of the criteria and indicators proposed to be used for the EA are presented in **Table 8-1**.

Table 8-1: Select Preliminary Criteria and Indicators for Evaluation

Environment Factor	Criterion	Indicators
Natural Environment	Upland Ecosystems, Riparian Ecosystems and Wetlands	Change (hectares - ha) to upland ecosystems, riparian ecosystems and wetlands (not designated as Provincially Significant Wetland (PSW) Ecosystem availability Ecosystem distribution, including fragmentation Ecosystem composition
	Fish and Aquatic Habitat - Brook Trout - Northern Pike - Walleye - Lake Sturgeon	Change to fish and Fish habitat • Number or area (ha) of waterbodies crossed • Fish spawning, nursery or rearing areas (ha) • Habitat quantity • Habitat quality • Abundance and distribution
	Federal or Provincial Species at Risk (SAR) - Caribou (Boreal population) - Wolverine - Little brown myotis - Barn swallow - Bank swallow	Change to: • Habitat availability (i.e., quantity and quality) • Habitat distribution (i.e., configuration and connectivity)

Environment Factor	Criterion	Indicators
	- Common nighthawk - Canada Warbler - Olive-sided flycatcher - Rusty Blackbird - Bald eagle - Lake sturgeon	• Survival and reproduction
	Wildlife and Wildlife Habitat	Changes to wildlife and wildlife habitat • Area (ha) of wildlife habitat crossed • Habitat availability (i.e., quantity and quality) • Habitat distribution (i.e., arrangement, connectivity, fragmentation) • Survival and reproduction
	Significant Ecological Area (defined as an area of interest to MNRF that is ecologically significant, and warrants special consideration, excluding Area of Natural and Scientific Interest (ANSI), parks or Reserves)	Number and/or area (ha) of Significant Ecological Areas affected
	Migratory Birds	Areas (ha) of migratory bird flyways, feeding habitat and resting areas
Socio-Economic Environment	Traditional Land and Resource Uses (hunting, gathering, fishing, trapping)	Changes, disruption to (number of sites) or loss of (ha) intensively used areas for traditional land use activities by community members Number of fish spawning areas affected Number of seasonal hunting areas affected Number of moose mating areas affected Area (ha) used for harvesting of plants for medicinal or human consumption affected Number of traplines affected
	Commercial Activities and Labour Market	Change to employment and/or business-related activities Training opportunities

Environment Factor	Criterion	Indicators
	Community Health and Well-being	Nuisance effects
		Changes in levels of public safety
		Changes in human health
		Changes to the volume and type of waste in the community landfill, including hazardous waste materials, such as fuel cans, batteries, tires, vehicles
		Level of methylmercury in fish in downstream rivers
	Mineral and/or Aggregate Resources	Area (ha) of significant aggregate deposits affected
		Area (ha) of mines within the study area affected
		Number of mining claims within the study area affected
		Area of pits/quarries (ha) within the study area affected
	Recreational Activities (camps, trails, outfitters, movement of small watercraft)	Number/types of activities affected
	Provincial Parks, Areas of Natural and Scientific Interest (ANSI) or Conservation Reserves	Number and area (ha) of Provincial Parks, Areas of Natural and Scientific Interest (ANSI) or Conservation Reserves affected
Cultural Environment	Aboriginal and Treaty Rights and Interests	Changes in preferred harvested species
		Changes to, or restrictions on, preferred harvesting methods
		Changes to quantity and quality of cultural use locations and access routes
		Changes in the experience of lands and resources for cultural purposes
	Archaeological Resources	Number and/or area (ha) of Indigenous archaeological sites affected, as identified by communities
		Number or area (ha) of Euro-Canadian archaeological sites effected
	Burial Sites (in relation to Ontario *Funeral, Burial and Cremation Services Act*)	Number of burial sites affected

Environment Factor	Criterion	Indicators
	Built Heritage and Cultural Heritage Landscapes	Number and type of Indigenous or non-Indigenous built heritage features/sites (e.g., old trapping or hunting camp, etc.) and/or cultural heritage landscapes that may be effected (e.g., spiritual or symbolic sites of value or interest to Indigenous communities)
Technical Considerations	Safety and Reliability	Conformance of road alignment to provincial road safety standards and ability to provide reliability for users
	Constructability	Terrain and soil stability
	Cost	Construction capital cost Operations and maintenance cost Length (km) of all-season road
	Location of Supportive Infrastructure (aggregate supply areas, camps, laydown/storage yards, access roads)	Proximity/distance to corridor of aggregate source sites, including quality of deposits Constraints to haulage/movement of materials and equipment Length (km) of temporary and permanent access roads

9 Commitments and Monitoring

9.1 Environmental Commitments

In accordance with Section 5.2.8 of the MECP Code of Practice, the EA will include a comprehensive list of commitments made by Webequie First Nation during the course of the ToR and the EA processes, and how they will be addressed. These commitments may relate to the project construction, operation and maintenance, impact management measures (i.e., mitigation measures), consultation/engagement with other Indigenous communities and compliance monitoring.

WFN is committed to environmental protection, responsible environmental management and overall stewardship of the land, consistent with its cultural/spiritual beliefs and its respect for and connection to the land and water. The Project will be carried out in full compliance with federal/provincial laws and Best Management Practices and environmental procedures for road construction and operations. The EAR/IS will provide information to ensure that the supply road facility is designed, constructed and operated in a manner that makes efficient use of resources, prevents pollution and reduces environmental effects to the greatest extent reasonably achievable.

9.2 Monitoring

Webequie First Nation will prepare a monitoring framework, which will initially be developed during the EA process. The framework for monitoring would be identified for each project phase (construction and operations). As noted in Section 4.3.3, the Project will be operated for an indeterminate time period (i.e., as a permanent facility). Decommissioning/retirement of the Webequie Supply Road is not anticipated; therefore, no decommissioning monitoring program will be developed during the EA. An approach to two primary types of monitoring will be developed, as follows:

- Compliance monitoring; and
- Effects monitoring.

Compliance monitoring is the assessment and evaluation of whether an undertaking has been constructed, implemented and/or operated in accordance with commitments made during the EA process, and any conditions of the EA approval and other approvals required to implement the Project. During the Detail Design phase for the Project, compliance with EAR/IS commitments will be regularly reviewed and incorporated in the project implementation proposals. Consistent with EAR/IS commitments, it is expected that WFN will continue external notification and engagement/consultation with Indigenous communities, government ministries and agencies and stakeholders after completion of the EAR/IS. WFN will also develop a monitoring strategy that sets out how and when all commitments made in the EAR/IS will be fulfilled and how they will report to the Ministry of the Environment, Conservation and Parks about compliance.

The compliance monitoring program will be further described in the EAR/IS, including the preparation of supportive plans, such as an Environmental Management Plan and discipline-specific management plans, to ensure compliance with all commitments identified during the EA process. The duration of the monitoring and follow-up programs will vary and will depend on the conditions of EAR/IS approval and other applicable permits and approvals granted by regulatory bodies.

Effects monitoring involves activities designed to verify the prediction of the effects assessment (e.g., water quality and effects on fish communities), and to verity the effectiveness of the impact management measures (i.e., mitigation). The effects monitoring program will initially be developed during the latter stages of the EA process. Both physical and risk-based monitoring of the effects and associated mitigation will be employed, where appropriate.

Construction and operational monitoring will identify actual effects, assess the effectiveness of the mitigation/restoration/enhancement measures to minimize, eliminate or (in the case of potential benefits) optimize these effects, and evaluate the need for any additional action to ensure that environmental commitments and obligations are fulfilled and mitigation/restoration/enhancement measures are effective.

It is anticipated that WFN community members will be actively involved in the implementation of the compliance and effects monitoring programs for the Project.

10 Engagement and Consultation

This section of the ToR presents the plan that outlines the engagement and consultation activities that will occur during preparation of the Terms of Reference and the environmental assessment.

In support of this ToR, a Record of Consultation (RoC) has been prepared. The RoC identifies and details all of the consultation and engagement activities undertaken during the preparation of the ToR, and will be maintained during the EA phase of the Project to ensure continuity in the documentation process.

10.1 Principles and Approach

10.1.1 Webequie-led Indigenous Communities Consultation

The plan for Indigenous communities consultation was developed in accordance with the following components:

- Elders' guiding principles;
- Webequie First Nation Three-Tier approach to Indigenous community consultation/engagement; and
- Requirements of applicable legislation, policies and guidelines.

10.1.1.1 Elders' Guiding Principles

Guidance has been provided to the Webequie Project Team by elders. This guidance has been provided to ensure that the Webequie First Nation conducts consultation/engagement for the Project in a respectful manner that reflects the culture and traditions of the Webequie people and their clans and neighbours outside the Webequie First Nation. As guided, the Project Team will ensure that all project-related consultation and engagement activities will be inclusive of the following guiding principles:

- Mutual recognition of nation to nation;
- Mutual recognition of ancestral knowledge;
- Mutual recognition of traditional knowledge and practices;
- Mutual recognition of clan families and relationships;
- Mutual recognition of sustainable livelihood; and
- Mutual recognition of traditional protocols.

When visiting other communities, the Project Team will respect their protocols and processes, their values and traditions, and their lands. Additionally, consultation activities will include the key elements of consultation as outlined in the Nishnawbe Aski Nation *Handbook on Consultation in Natural Resource Development* (2007) to ensure that consultation is:

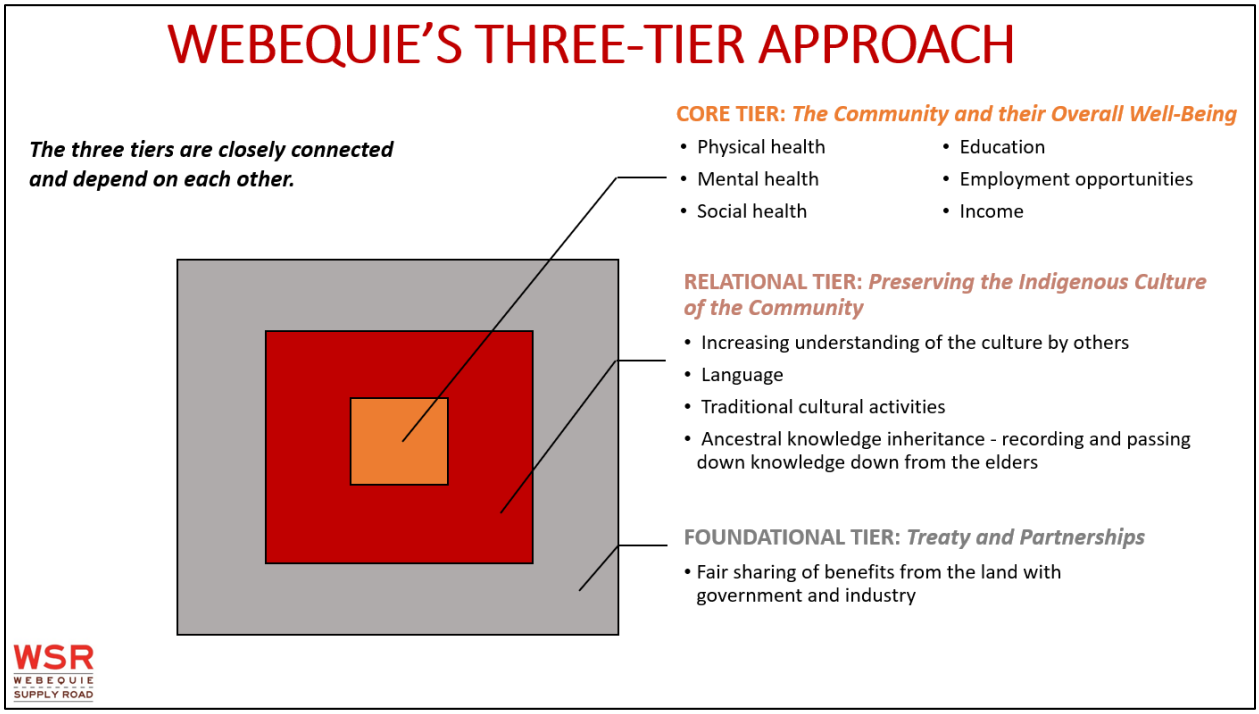
- A continuous process;
- About exchanging information;
- About building relationships;
- About getting feedback;
- About exchanging additional information, as required;
- About identifying issues;
- About accommodation and reconciliation;

- About fairness; and
- About negotiating with the right attitude.

10.1.1.2 Webequie First Nation Three-Tier Approach

Webequie First Nation has developed a Three-Tier framework for their approach to Indigenous consultation. The Three-Tier approach is consistent with the Webequie First Nation's traditional cultural values, customs and beliefs, as shown in **Figure 10.1** and described below.

Figure 10.1: Webequie First Nation Three-Tier Consultation Approach



This consultation approach has been inherently passed on through generations by Webequie First Nation's Indigenous Knowledge Keepers and forms part of the Elders' Guiding Principles that harmonize with regulatory requirements for consultation.

Core Tier - Webequie First Nation

The community approach to project development and consultation in Webequie First Nation is based on *Bimachiiowiin (*life sustaining or sustainable), *Ondatissiwiin (*source of life) and *Minobiimatissiwiin* (prosperity and good life agreements).

Bimachiiowiin is a result of sustainable community, which relies on the Foundational Tier. This is the tier where relationships are made with the Ontario Government and its various ministries undertaking the projects. The benefits are brought back to flow to the community, which triggers federal judiciary responsibility and involvement.

Ondatissiwiin is the source of life. The source of livelihood depends on the relationship and benefit agreements with First Nation Partners, governments and industry, which is a benefit for the community. The source is realized through project development or exploring and it either must be found or created. For this project, access to the source of *bimachiiowiin* is a supply road project and, as such, must be explored and created.

Minobiimatissiwiin is the result of prosperity and good life agreements. It is measurable through baseline studies of existing social and economic conditions today. The ToR and the EA will identify the socio-economic benefits for the community.

Relational Tier – First Nations Neighbours and Government Agencies

In order to sustain its way of life, the community must breathe and the people must be able to practice their way of life with the land, as well as their languages and culture. The Relational Tier next to the core of the community is an adaptive transitional tier supporting the fixed location of the community, and relies on the land animals and wildlife to allow community members to practice the creator-given rights to hunt and fish without having to move the family to different locations for harvesting purposes.

It is well understood by the people of the Webequie First Nation that any project developed within their traditional territory could have effects on others. It is also well understood that the regulatory environment to develop projects, requires approvals and authorizations from government agencies.

The Relational Tier of Webequie's approach to consultation and project development involves outreach to and involvement of other potentially affected First Nations, many of whom are home to Webequie family/clan members; and developing relationships with and working closely with agencies of the provincial and federal governments. It is recognized that these relationships and connections are important to maintain in a positive way.

Foundational Tier – Social and Economic Benefits from the Land

The approach to project development and consultation is based on the overarching objective to create social and economic benefits for the members of the Webequie First Nation through the use and development of resources on their lands.

Social and economic benefits will result in a number of positive outcomes for the community, including improved standard of living through increased revenues; and self-determination – reduced reliance on provincial and federal government sources of funding, and the ability for the community to make decisions about activities and development within their traditional territory.

The social benefits of increased economic activity and revenues into the community are many, including improved housing and family well-being through reduced crowding that will also lead to improved health conditions. Creating economic activity will also increase skill levels and employment opportunities, all of which contribute to economic prosperity, which will then contribute to the improvement of all social outcomes for the community. One of those opportunities is mining potential within the mineralized zone in and around McFaulds Lake. This area is located approximately 75 km east of the Webequie First Nation, and lies within their traditional lands. Increased mineral exploration and the proposed mine developments within and around the mineralized zone of McFaulds Lake is considered an important and long-term economic opportunity by the Webequie First Nation.

Economic prosperity, social well-being and self-determination are at the foundation of the Three-Tier approach. Development opportunities must, in and of themselves, also be sustainable, providing long-term benefits to the community, and not at any cost. Any development within the traditional territory of the Webequie First Nation must be respectful of and consistent with the values, traditions and culture of the community.

10.1.1.3 Requirements of Applicable Legislation, Policies and Guidelines

The Webequie Project Team will also conduct the EA based on conventional principles and approaches that are consistent with legislative requirements and the Ministry of the Environment, Conservation and Parks Code of Practice and recognized best practices in Indigenous community, public and stakeholder engagement and consultation. In this context, the Webequie Project Team recognizes that adhering to the following principles will be important in conducting a successful engagement and consultation program for the Project:

- Early, ongoing, clear, timely and respectful communication and dialogue with all identified Indigenous communities, government agencies, stakeholders and other affected/interested parties;
- Providing multiple and ongoing opportunities for all affected and interested parties to communicate with members of the Project Team and to provide input and responses in a way that meets their needs;
- Open, transparent, traceable and flexible planning and decision-making processes; and
- Documenting input received during the consultation process and follow-up with all participants on how their input was considered and (as appropriate) incorporated into project plans, or an explanation of why it could not be incorporated.

10.1.2 Duty to Consult with Indigenous Peoples

It is the Crown's constitutional duty to determine whether a Duty to Consult has been triggered by a Project and, if so, identify the Indigenous communities to be engaged and the appropriate consultation to be undertaken with those communities. As the Webequie Supply Road Project falls under the jurisdiction of both the provincial *Environmental Assessment Act* (EA Act), and the federal *Impact Assessment Act*, both federal and provincial ministries and agencies represent the Crown. The Crown can delegate some procedural aspects of the duty to consult to project proponents. Project proponents are obliged under the EA Act to consult with all interested parties, including Indigenous communities. To ensure engagement and consultation with Indigenous communities is meaningful, it is important to recognize that Indigenous communities have varying rights and interests in respect of the Project; consequently, they may request different approaches to consultation and engagement, as well as accommodation, where appropriate, to mitigate impacts to their rights and interests. In addition, the " public" consultation process is also open to Indigenous communities.

The Ministry of the Environment, Conservation and Parks (MECP) and the Ministry of Energy, Northern Development and Mines (ENDM), on behalf of the Ontario Government, have formally delegated some procedural aspects of consultation required under the EA Act to Webequie First Nation, as proponent. While some Duty to Consult responsibilities have been delegated to the proponent, the Government of Ontario (MECP and ENDM) will still retain overall responsibilities related to the constitutional Duty to Consult.

A Memorandum of Understanding (MOU) between MECP, ENDM and Webequie First Nation, setting out how roles and responsibilities related to the Duty to Consult will be shared between the Crown and the proponent, was finalized on February 7, 2020. In general, Webequie First Nation is responsible for carrying

out Statutory Consultation[7] in respect of the Project in accordance with the EA Act and will consult with the Aboriginal Communities for that purpose; and the Crown may rely on Statutory Consultation in fulfilling its Duty to Consult.

As established in the MOU, Webequie First Nation's roles and responsibilities in conducting Statutory Consultation for the Project include the following:

1. **Consultation and Planning Notification**
    a. Works with Ontario to delineate clear roles and responsibilities for consultation as set out in this MOU;
    b. Prepares Aboriginal consultation plans for the preparation of the terms of reference and the environmental assessment and submits to Ontario for review. The consultation plan for the environmental assessment must be submitted as part of the terms of reference. Consultation plans must include:
        i. Outline of how the Proponent will engage with the Aboriginal Communities and meet Statutory Consultation requirements as part of the Ontario's environmental assessment process and the procedural aspects of consultation delegated in this MOU ;Outline how any community consultation protocols have been incorporated, and if not, the reasons why they haven't;
        ii. Timetable for completion of all responsibilities;
    c. During the consultation process, considers whether separate engagement plans for each community should be developed in consultation with the Aboriginal Communities for each phase of the environmental assessment process;
    d. Refers any requests for financial or other support received from Aboriginal Communities to Ontario;
    e. Drafts notices associated with the environmental assessment process (e.g., Notice of Commencement of Terms of Reference) for MECP review, and the proponent circulates with input from Ontario on appropriate distribution;
    f. Provides Aboriginal Communities with timely notice of the Project to consider possible impacts (e.g., notices required under the Environmental Assessment Act);
    g. Provides copies of all environmental assessment related documents to Aboriginal Communities for review and comment;
    h. Requests acknowledgement of receipt of all statutory notices from Aboriginal Communities (including the notice of submission of final terms of reference, notice of commencement of environmental assessment, and notice of submission of final environmental assessment), and follows up with Aboriginal Communities to confirm receipt if acknowledgement is not received (and maintains a record of these communications);
    i. Requests confirmation of receipt of draft terms of reference and environmental assessment documents, and follows up with Aboriginal Communities to confirm receipt if acknowledgement is not received (and maintains a record of these communications).
2. **Undertaking Consultation Activities, including Issues Resolution and Follow-Up**
    a. Works with MECP and ENDM to coordinate consultation activities and identify appropriate times for Ontario participation in Proponent-led activities, with the goals of ensuring meaningful consultation and to avoid duplication of effort by Aboriginal Communities, the Proponent, and Ontario (e.g., coordination through bi-weekly calls);

[7] In the MOU, "Statutory Consultation" means the consultation obligations to all interested persons related to the Terms of Reference and EA applications, as required in the EA Act.

b. Leads the procedural aspects of consultation activities throughout the environmental assessment process to:
    i. Provide Aboriginal Communities with information about the Project;
    ii. Explain the role the Proponent will have in consultation related to the Duty and Statutory Consultation;
    iii. Identify concerns Aboriginal Communities may have about potential adverse impacts the Project may have on Aboriginal or treaty rights, including inviting Aboriginal Communities to share Indigenous Knowledge or information about traditional land use that may be impacted by the Project;
    iv. Seek input on measures to avoid, mitigate, or offset potential impacts; and
    v. Provide opportunity for Aboriginal Communities to discuss changes to project design, monitoring and adaptive management plans;
c. Prepares materials in plain language and arranges for translation, if required, sets up meetings with Aboriginal Communities, arranges logistics for Proponent-led activities;
d. Provides funding for logistics for Proponent-led consultation activities (meeting spaces, hospitality, including costs associated with translation, document printing and distribution);
e. Refers any concerns raised by Aboriginal Communities with respect to the regulatory approvals process, timing of review of documents, meeting delays which may impact scheduling, etc. to Ontario;
f. Refers any requests for financial or other support, including capacity funding, received from Aboriginal Communities to Ontario;
g. Works with Aboriginal Communities to resolve issues and address concerns raised throughout the process, including:
    i. Providing additional information about the Project and discuss how any changes to the Project could address potential impacts to rights (e.g., changes to project design to avoid impacts, mitigation strategies, monitoring, adaptive management plans); and
    ii. Following up with Aboriginal Communities on issues related to project impacts and documents how issues were addressed during all phases of the environmental assessment process;
h. Refers questions, comment or concerns raised by Aboriginal communities to Ontario that may be out of scope of the Proponent, the Project or the environmental assessment;
i. Integrates Indigenous Knowledge, and land use studies received from Aboriginal Communities into environmental assessment documentation, as appropriate, and documents how information was incorporated in the Record of Consultation;
j. Advises Ontario within a month of receipt of:
    i. Any actual, potential or asserted adverse impact of the Project on established or asserted Aboriginal or treaty rights, whether Webequie First Nation becomes aware of such impact or assertion through its consultation activities or otherwise;
    ii. Any notice or statement by any Aboriginal Community that some or all of its Aboriginal or treaty rights concerns in connection with the Project have been resolved, how they have been addressed and whether the Aboriginal Community is supportive of the Project; and
    iii. Any questions, comments or concerns raised by Aboriginal Communities that fall outside the scope of the Project and the environmental assessment.

3. **Record Keeping**
    a. Works with Ontario to develop common templates to record consultation that meets both Statutory Consultation and Duty obligations;
    b. Submits monthly consultation reports to Ontario (using template);
    c. Keeps detailed and organized records of all consultation activities (e.g., meetings, calls, correspondence) and analyzes input received from Aboriginal Communities using common template;
    d. Integrates Indigenous Knowledge, and land use studies received from Aboriginal Communities into environmental assessment documentation, as appropriate, and documents how information was incorporated in the Record of Consultation;
    e. Prepares and submits record of consultations for the terms of reference and environmental assessment to Ontario, including detailed records of correspondence, meetings, receipt of notices, etc., issues raised and how they were resolved or addressed. Includes primary records as appendices to the records of consultation.

10.2 Indigenous Communities and Stakeholder Identification

10.2.1 Identification of Indigenous Communities

In coordination with other provincial government agencies, Ontario (MECP) identified a list of twenty-two (22) potentially affected Indigenous communities that are to be consulted by the Webequie Project Team as part of its project planning. These communities were identified by Ontario, as per direction provided in the letter from MECP to the Webequie First Nation on December 19, 2018, as potentially having their rights and/or interests affected by the Project. Sixteen (16) of these Indigenous communities may be affected by the Project, whereas, the other six (6) Indigenous communities may have potential interest in the Project. For the purposes of the Terms of Reference, all twenty-two (22) communities will be referred to as potentially affected. The full list of communities is presented in **Table 10-1** below.

Table 10-1: Indigenous Communities to be Engaged/Consulted

Tribal Council or Affiliation	Community or Organization
Matawa Tribal Council	Aroland First Nation Constance Lake First Nation Eabametoong First Nation Ginoogaming First Nation Long Lake #58 First Nation Marten Falls First Nation Neskantanga First Nation Nibinamik First Nation Webequie First Nation
Mushkegowuk Council	Attawapiskat First Nation Fort Albany First Nation Kashechewan First Nation
Shibogama Council	Kasabonika Lake First Nation Kingfisher Lake First Nation Wapekeka First Nation Wawakapewin First Nation Wunnumin Lake First Nation
Windigo First Nations Council	North Caribou Lake First Nation
Independent First Nations	Kitchenuhmaykoosib Inninuwug (KI) Mishkeegogamang First Nation Weenusk (Peawanuck) First Nation
Métis Nation of Ontario	Métis Nation of Ontario – Region 2

The list provided by MECP reflects the Crown's understanding of communities whose established or asserted Aboriginal and/or treaty rights may be adversely affected by the Project and/or may have interests in the Project. The list is subject to change as new information becomes available throughout the environmental assessment process. The distinction between potentially affected communities and communities that may have interests will be reflected in the depth and frequency of consultation with the Indigenous communities identified. Communities deemed to be potentially impacted will be engaged more frequently, and in more depth, than those determined only to have interests. WFN would be open to engage interested communities should they wish to engage more frequently.

WFN further reviewed the lists of identified communities and assessed them based on the following criteria:

- Geographically closer to the project area than others;
- Known to have traditionally used some of the potentially affected lands in the past, or currently;
- Downstream of the Project and may experience impacts as a result of effects to waterways;
- Considered to have closer familial/clan connections to the members of the Webequie First Nation; and/or
- Have been involved in all-season road planning in the Region, either directly with the Webequie First Nation, or in consideration of all-season road planning that the Webequie First Nation has been involved with in recent years.

Based on these factors, the Indigenous communities to be offered the deepest or intensive engagement/consultation, include:

- Webequie First Nation
- Marten Falls First Nation
- Kasabonika First Nation
- Attawapiskat First Nation
- Nibinamik First Nation
- Neskantaga First Nation
- Weenusk (Peawanuck) First Nation
- Eabametoong First Nation

In addition to receiving all statutory notices, these communities will be provided comprehensive project information on a regular basis and full opportunity to review and comment on those materials, as well as face-to-face engagement/consultation (e.g., meetings).

The remaining Indigenous communities will also receive all statutory notices, will be provided comprehensive project information on a regular basis and full opportunity to review and comment on those materials, and will be offered direct face-to-face engagement/consultation (e.g., meetings), but on a less frequent basis than the communities listed above. Those communities include:

- Aroland First Nation
- Constance Lake First Nation
- Fort Albany First Nation
- Kashechewan First Nation
- Kitchenuhmaykoosib Inninuwug
- Kingfisher Lake First Nation
- Wapekeka First Nation
- Wawakapewin First Nation
- Wunnumin Lake First Nation
- Ginoogaming First Nation
- Long Lake #58 First Nation
- Mishkeegogamang First Nation
- Métis Nation of Ontario – Region 2
- North Caribou Lake First Nation

10.2.2 Government Agencies

10.2.2.1 Government Review Team

Based on the project components and potential project effects, it is expected that the following provincial and federal ministries and agencies will participate in the EA at some level, including as members of the Government Review Team (GRT) (refer to **Section 10.2.4.1** for information on engagement with and the role of the GRT during the EA phase). The listing is also based on inclusions suggested by the Ministry of the Environment, Conservation and Parks and the Impact Assessment Agency of Canada.

Ontario Government

- Ministry of Energy, Northern Development and Mines
- Ministry of the Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Transportation
- Ministry of Indigenous Affairs
- Ministry of Education
- Ministry of Community Safety and Correctional Services
- Ministry of Economic Development, Job Creation and Trade
- Ministry of Municipal Affairs and Housing
- Ontario Ministry of Heritage, Sport, Tourism and Culture Industries
- Ontario Provincial Police

Government of Canada

- Impact Assessment Agency of Canada
- Environment and Climate Change Canada
- Fisheries and Oceans Canada
- Crown-Indigenous Relations and Northern Affairs Canada
- Indigenous Services Canada
- Transport Canada

In addition to the broader GRT, an EA Coordination Team has been established to coordinate the requirements of the provincial and federal EA processes as efficiently as possible. The EA Coordination Team is comprised of the following provincial and federal agencies:

- Ministry of Energy, Northern Development and Mines
- Ministry of the Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Transportation
- Impact Assessment Agency of Canada

The mandate of the EA Coordination Team is to meet with the Webequie Supply Road Project Team on a regular basis, in a forum where team members can exchange information, including providing each other with updates on the EA process; explore issues and collectively try to resolve them; work on coordinating the EAs and keep the processes moving forward in lockstep to the greatest possible extent; and seek feedback on Indigenous and public and stakeholder consultation. EA Coordination Team meetings occur regularly via teleconference and/or in Thunder Bay, and will continue throughout the EA process. The EA Coordination Team may invite other GRT members to its meetings as needs and opportunities arise.

10.2.2.2 Municipalities

Municipalities to be included in the consultation program were identified based on their proximity to the proposed all-season road corridor, and include:

- City of Thunder Bay
- Municipality of Greenstone
- Township of Pickle Lake

- City of Timmins
- Municipality of Sioux Lookout

10.2.3 Public and Stakeholders

Interested and/or affected stakeholders, including non-governmental organizations, were identified based on the following interests:

- Members of the public;
- Crown land tenure and claim holders within the mineralized zone in the McFaulds Lake area;
- Environmental interest groups;
- Community based organizations; and
- Recreational and eco-tourism businesses.

The full engagement and consultation Contact List developed to date for Indigenous Communities, government agencies and stakeholders is included in the Terms of Reference Consultation Plan developed in consultation with MECP (available for viewing on the Project Website: www.supplyroad.ca).

10.3 Terms of Reference Engagement and Consultation Results

To date, the Webequie Project Team has implemented the Terms of Reference Consultation Plan. This plan describes the consultation and engagement activities to be carried out during the Terms of Reference phase. The plan is available through the Project Website (www.supplyroad.ca).

A summary of the commitments made by Webequie First Nation in the ToR in response to the results of the engagement and consultation with the public, Indigenous communities and stakeholders is presented in **Appendix C**.

10.3.1 Activities and Key Comments and Concerns Expressed by Indigenous Groups/Community Members to Date

Table 10-2 provides a description of consultation and engagement activities conducted with potentially affected Indigenous groups and communities to date. In addition to these activities, the Project Website has been created (www.supplyroad.ca). The website includes key project documents and information, including the Notice of Commencement of the Environmental Assessment Terms of Reference, and presentation and other project materials that describe the study. As consultation activities occur, the Project Website will have updated project information and recordings of meetings with Indigenous communities.

Table 10-2: Overview of Activities and Events Conducted with Potentially Affected Indigenous Communities to Date

Indigenous Group	Description of Engagement/Consultation Activities
INDIGENOUS COMMUNITIES	
Webequie First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Chief and Council meeting and community meeting on February 22, 2019 to introduce the project scope, provide an overview of the EA processes and engagement/consultation activities, and provide an update on winter field studies conducted. • Meeting with community members on July 16, 2019, to present key elements of the Draft ToR. • Meeting with off-reserve community members on August 16, 2019, to present key elements of the Draft ToR. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Meeting with Chief and Council and community members on October 1, 2019, to provide a project update, including: First Nation communities that have been consulted with to date and key themes of comments; a description of the upcoming socio-cultural study, including a gender-based analysis; key findings of the vegetation and wildlife survey; and the need to meet with Webequie community members to discuss the importance of plants and wildlife. • Received Notice of Public Information Centre, dated October 2, 2019. • Meeting with off-reserve members on October 8, 2019 to present key elements of the Draft ToR and Initial Project Description. • Meeting with Chief and Council and Project Management Team on November 25, 2019, to present a summary of issues/comments received during the Draft ToR comment period. • Meeting with off-reserve members on December 9, 2019 to provide an update, including: summary of key themes and issues/concerns of comments received on the Draft ToR and an update on key milestones of the project.
Aroland First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019.

Indigenous Group	Description of Engagement/Consultation Activities
	• Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided comments to the Project Team in response to the request for comments on the Draft ToR on October 16, 2019. • Received response letter regarding comments on Draft ToR, dated March 5, 2020.
Attawapiskat First Nation	• Received letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. • Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received follow-up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided comments to the Project Team in response to the request for comments on the Draft ToR on December 12, 2019. • Received response letter regarding comments on Draft ToR, dated March 5, 2020.
Constance Lake First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided letter to the Project Team in response to the request for comments on the Draft ToR on November 6, 2019. • Received response letter regarding comments on Draft ToR, dated March 5, 2020.
Eabametoong First Nation	• Received letter from WFN (Chief Wabasse) to Chief and Council,

Indigenous Group	Description of Engagement/Consultation Activities
	dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. • Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received follow-up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Fort Albany First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Ginoogaming First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided letter to the Project Team in response to the request for comments on the Draft ToR on November 6, 2019. • Received response letter regarding comments on Draft ToR, dated March 5, 2020.

Indigenous Group	Description of Engagement/Consultation Activities
Kasabonika Lake First Nation	• Received letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. • Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received follow-up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. • Meeting with Chief and Council on March 11, 2019, to review the Project scope and timelines, approach to consultation with community members and other Indigenous communities, and the EA processes. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Meeting with Chief and Council on September 16, 2019, to present key elements of the Draft ToR. • • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Kashechewan First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019 • Received letter on project update on ToR, dated March 5, 2020.
Kingfisher Lake First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January

Indigenous Group	Description of Engagement/Consultation Activities
	25, 2019. • Meeting with Chief and Council on August 22, 2019, to introduce the project, present key elements of the Draft ToR and seek permission to meet with community members. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Kitchenuhmaykoosib Inninuwug (KI)	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Meeting with Chief and Council on September 4, 2019, to introduce the project, present key elements of the Draft ToR, and to seek permission to meet with community members. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Long Lake #58 First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided letter to the Project Team in response to the request for comments on the Draft ToR on November 6, 2019. • Received response letter regarding comments on Draft ToR, dated March 5, 2020.
Marten Falls First Nation	• Received letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. • Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and

Indigenous Group	Description of Engagement/Consultation Activities
	the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received follow-up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. • Meeting with Chief and Council on March 3, 2019, to review the Project scope and timelines, approach to consultation with community members and other Indigenous communities; and the EA processes. • Meeting (at Webequie) with Chief and Council on August 9, 2019, to present key elements of the Draft ToR. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Mishkeegogamang First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Meeting with Chief and Council and community members on August 1, 2019, to introduce the project and present key elements of the Draft ToR. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Neskantaga First Nation	• Received letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. • Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received follow-up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and

Indigenous Group	Description of Engagement/Consultation Activities
	request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided comments to the Project Team in response to the request for comments on the Draft ToR on November 6, 2019. • Meeting with Technical Team on March 1, 2020 to introduce the Project, present key elements of the Draft ToR and to seek permission to meet with community members. • Received response letter regarding comments on Draft ToR, dated March 5, 2020.
Nibinamik First Nation	• Received letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. • Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received follow-up letter to the Notice of Commencement for provincial Environmental Assessment Terms of Reference and request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. • Meeting with Chief and Council on July 24, 2019, to introduce the project, present key elements of the Draft ToR and seek permission to meet with community members. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
North Caribou Lake First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019.

Indigenous Group	Description of Engagement/Consultation Activities
	• Received letter on project update on ToR, dated March 5, 2020.
Wapekeka First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Meeting with Chief and Council on August 27, 2019, to introduce the project, present key elements of the Draft ToR and to seek permission to meet with community members. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Wawakapewin First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Meeting with Chief and Council on August 28, 2019, to introduce the project, present key elements of the Draft ToR and seek permission to meet with community members. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Meeting with Chief and Council and community members on September 17, 2019, to introduce the project and present key elements of the Draft ToR. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Weenusk (Peawanuck) First Nation	• Received letter from WFN (Chief Wabasse) to Chief and Council, dated November 23, 2018, to introduce the Project and requesting input on how they would like to be engaged. • Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received follow-up letter to the Notice of Commencement for

Indigenous Group	Description of Engagement/Consultation Activities
	provincial Environmental Assessment Terms of Reference and request for a meeting with Chief and Council to introduce the Project and discuss the EA process, dated February 12, 2019. • Meeting with Chief and Council on March 15, 2018, to review the Project scope and timelines, approach to consultation with community members and other Indigenous communities, and the EA processes. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Wunnumin Lake First Nation	• Received letter from Ministry of the Environment, Conservation and Parks (MECP), dated December 19, 2018, to notify the community of the Project and that Webequie FN will be contacting Indigenous communities to discuss the scope of the Project and the EA processes. • Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Meeting with Chief and Deputy Chief on October 2, 2019, to introduce the project, present key elements of the Draft ToR, and to seek permission to meet with community members. • Received letter on project update on ToR, dated March 5, 2020.
Métis Nation of Ontario – Region 2	• Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
INDIGENOUS COUNCILS	
Matawa Tribal Council	• Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided comments to the Project Team in response to the request for comments on the Draft ToR on November 6, 2019. • Received response letter regarding comments on Draft ToR, dated

Indigenous Group	Description of Engagement/Consultation Activities
	March 5, 2020.
Mushkegowuk Council	• Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Meeting with Mushkegoqwuk Council on September 12, 2019, to introduce the project, present key elements of the Draft ToR and Initial Project Description, and to seek permission to meet with community members. • Received Notice of Public Information Centre, dated October 2, 2019. • Provided comments to the Project Team in response to the request for comments on the Draft ToR on November 6, 2019. • Received response letter regarding comments on Draft ToR, dated March 5, 2020.
Shibogama Council	• Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.
Windigo First Nations Council	• Received Notice of Commencement to prepare a provincial Environmental Assessment Terms of Reference, dated January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019. • Received letter on project update on ToR, dated March 5, 2020.

Table 10-3 below provides a summary of comments compiled during the course of engagement conducted for the Webequie Supply Road Project to date. The table presents comments by theme, indicating Indigenous community/group that provided comments during meetings and in the comments on the Draft ToR. The Record of Consultation contains details on the comments received from each community, including comments on the Draft ToR and the Project Team's responses and meetings with Indigenous.

In general, comments to date have generally been about potential impacts of road construction and operation to the use of land for traditional purposes, such as gathering, hunting, trapping and fishing. There have also been concerns about potential impacts to historic and cultural areas. Impacts to traditional uses of the land will be minimized through corridor definition and construction methods. Similarly, impacts to cultural and historic areas will largely be mitigated through road alignment refinement.

It should also be noted that the alternatives evaluation process was largely conducted by and amongst Webequie First Nation community members in the absence of the engagement consultant. Discussions were held with a variety of community members, defined both demographically (i.e., elders, youth) and by their activities in relation to the land (i.e., land users, harvesters). Consensus regarding an initial community-preferred corridor was reached through the process of conducting these various formal and informal discussions until such point that there was general consensus as to a preferred corridor.

Table 10-3: Key Comments and Concerns Expressed by Indigenous Groups/Community Members

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
• **Aboriginal or Treaty Rights**	Attawapiskat First Nation Kasabonika Lake First Nation Neskantaga First Nation Wunnumin First Nation	• Acknowledgement and protection of Aboriginal or treaty rights.	• As part of engagement and consultation with Indigenous communities during the EA, the Webequie Project Team will identify concerns communities may have about potential adverse impacts on Aboriginal or treaty rights, including inviting communities to share Indigenous Knowledge or information about traditional land uses that may be impacted by the Project. A Memorandum of Understanding (MOU) between MECP, ENDM and Webequie First Nation was executed on February 7th, 2020 and is intended to set out the roles and responsibilities between Webequie, as the proponent, and Ontario, as the Crown, for conducting Statutory Consultation. As per the MOU, Webequie will be responsible for carrying out those procedural aspects of consultation in respect of the Project and Ontario may rely on such efforts in fulfilling its constitutional Duty to Consult. Throughout the engagement process, all affected parties will have the opportunity to discuss any potential impacts the Project may have on the environment and on Aboriginal or treaty rights and what measures should be undertaken to avoid, mitigate and, where mitigation is not possible, accommodate.	• Section 10.1.2 Duty to Consult with Indigenous Peoples • Section 10.1.1.1 Elders' Guiding Principles • Section 10.1.1 Webequie-led Indigenous Communities Consultation
• **Aboriginal or Treaty Rights**	Attawapiskat First Nation Kasabonika Lake First Nation Neskantaga First Nation Mushkegowuk Council Weenusk First Nation	• There should be greater coordination between the Project Team and communities who share territory with Webequie First Nation to fully understand and identify potential adverse effects to Aboriginal or treaty rights.	• Effects to territories of Indigenous communities will be examined in the EA through the engagement and consultation process, including the assessment of any potential effects to Aboriginal or treaty rights. The assessment will evaluate and take into account potential changes in the traditional availability of, access to and use of resources, and the ability of communities to exercise their Aboriginal or treaty rights. As per the MOU governing consultation responsibilities, should Webequie First Nation become aware of any actual, potential or asserted adverse impacts on Aboriginal or treaty rights, they will advise Ontario.	• Section 7.2.1 Effects on Traditional/ Indigenous Land Use • Section 10.1.2 Duty to Consult with Indigenous Peoples
• **Aggregates**	Marten Falls First Nation Matawa Tribal Council Wawakapewin First Nation	• Have sufficient amounts of aggregate needed to construct the road been located? If so, where will it be sourced from?	• The total quantity of aggregate required is unknown at this time and will be determined during the EA and preliminary design phase of the Project. There are number of aggregate resource locations that provide options for extracting the material needed for the Project. The location of these potential aggregate sources is presented in ToR. The preliminary screening and assessment of aggregate sources has identified the existence of fairly significant deposits at each end of the east-west segment of the preliminary preferred corridor. Further investigative field work will be conducted in order to confirm aggregate source locations, including the quantity and quality of material.	• Section 5.5.2 Aggregate Source Locations and Access Roads
• **Aggregates**	Matawa Tribal Council Neskantaga First Nation	• Clarification regarding the role aggregate resources played in route definition.	• The preliminary preferred corridor was derived based on a comparative screening considering criteria required under the Ontario *Environmental Assessment Act*, and on interactions with Webequie community members relative to potential impacts to land and resource features they value the most. The corridor analysis also considered an analysis of terrain mapping and related opportunities and constraints conducted by geotechnical specialists retained by the Project Team. The terrain analysis team conducted a desktop technical analysis based on available terrain and surficial material data to identify reasonable route sub-alternatives from a geotechnical perspective. Six alternatives were developed, mainly based on terrain type, distance, number and type of water crossings and proximity to potential aggregate sources. A preliminary preferred routing alternative from a geotechnical perspective was identified, which, in addition to the preliminary community preferred route, will be carried forward for further assessment during the EA phase.	• Section 5.5.2 Aggregate Source Locations and Access Roads • Section 5.3 Rationale for Preferred Corridor Alternative • Section 5.4 Development of Routing Sub-Alternatives within Preferred Supply Road Corridor

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
• **Air Quality & Emissions**	Kingfisher Lake First Nation Mushkegowuk Council	• Concerns regarding impacts to air quality due to increased vehicle emissions and whether the ingestion of contaminants on wildlife and Species at Risk would be studied.	• An air quality assessment will be undertaken as part of the EA studies undertaken for the Project. Preliminary potential effects to air quality are presented in the ToR and include the potential effect of the deposition of particulate matter (e.g., fugitive dust) on vegetation serving as country (traditional) food or medicinal plant sources for Indigenous communities (e.g., berries, wild rice, juniper).	• Section 7.1.8 Air Quality
• **Baseline Studies**	Attawapiskat First Nation Kasabonika Lake First Nation Kingfisher Lake First Nation Marten Falls First Nation Matawa Tribal Council Wawakapewin First Nation Weenusk (Peawanuck) First Nation Wunnumin Lake First Nation	• Clarification regarding the baseline studies undertaken, the methodology that was followed for the baseline wildlife studies, with specific reference to bird, caribou, and moose baseline studies.	• The description of the existing natural environment conditions in Section 6.2 of the ToR, including those for wildlife, includes the preliminary results from the 2017 baseline studies conducted for the Webequie All-Season Community Road, as reported in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road* (TPA1B) and *Nibinamik-Webequie Community Road* (TPA1A) (2018). These baseline data are considered preliminary and the full details of these studies and other supplemental studies for wildlife, including field collection methodologies and results, will be available for review during the EA phase of the Project. The baseline wildlife studies undertaken to date are intended to establish existing conditions, population distributions, and migration patterns of wildlife species found within the project area, and included field surveys to investigate and identify species, tracks or wildlife activity. In addition to caribou, the team observed moose, grey wolves, owl, grouse, ravens, wolverine tracks, and marten tracks. The Province and other First Nation communities have recently conducted surveys as well, which provide some data for the project area. Further wildlife surveys are planned by the Webequie Project Team in 2020. The general data collection methods and baseline studies that will be conducted to characterize and describe the existing environmental conditions in the project area are presented in Section 6.5 of the ToR. The scope and intensity of the field studies and the associated data collection methodologies will be further defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders.	• Section 6.2 Natural Environment • Section 6.5 Data Collection Methods and Baseline Studies
• **Business Opportunity/ Economic Development** • **Employment**	Attawapiskat First Nation Kasabonika Lake First Nation Kingfisher Lake First Nation Wawakapewin First Nation Webequie First Nation	• Will community based business opportunities and employment opportunities result from this project?	• It is the intention of the Project to maximize community and local business participation. As part of maximizing local community participation, Webequie community members are currently in BEAHR (Building Environmental Aboriginal Human Resources) training so that they may work on the Project. The goal of training is to allow for Webequie community members and neighbouring Indigenous communities to fully capture the employment and economic benefits from the construction and operation of the supply road. The social and economic (negative and positive) impacts resulting from the Project will be assessed as part of the EA.	• Section 7.2 Socio-Economic Environment • Section 9.2 Environmental Monitoring
• **Cumulative Effects**	Attawapiskat First Nation Mushkegowuk Council Neskantaga First Nation	• Inclusion of cumulative effects of the Project.	• As stated in Section 8.1 of the ToR, Webequie First Nation will identify and assess the project's cumulative effects using the approaches described in provincial and federal guidance documents, such as *Tailored Impact Statement Guidelines Template for Designated Projects Subject to the Impact Assessment Act* (IA Agency, 2019); *Operational Policy Statement: Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2015b); and *Interim Technical Guidance for Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2018b). A technical work plan for the cumulative effects assessment will be prepared during the course of the EA, including identification of which other developments will be assessed and the methodology for assessing effects. The work plan will be provided to MECP and IAAC for review and guidance, and will be summarized and presented to the	• Section 8.1 Cumulative Effects

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
			public, Indigenous communities and stakeholders as part of the consultation and engagement activities for the Project.	
• **Environmental Assessment**	Ginogaming First Nation Long Lake #58 First Nation Marten Falls First Nation Mushkegowuk Council Neskantaga First Nation Wawakapewin First Nation Weenusk First Nation	• Clarity regarding the Environmental Assessment process and Duty to Consult was requested, as there were concerns that not enough consultation was undertaken to date, resulting in a lack of knowledge/understanding of the Project.	• Section 8 of the ToR describes the Environmental Assessment process and key steps in the evaluation of effects. Section 10.3.1 provides a description of engagement and consultation activities conducted with potentially affected and interested Indigenous groups and communities to date. Section 10.4.3 of the ToR provides an overview of the EA milestones, the associated consultation activities and proposed timeframe. Section 10.1.2 of the ToR has been updated to reflect the signed MOU between Webequie First Nation and MECP/ENDM (Ontario). In general, Webequie First Nation is responsible for carrying out Statutory Consultation in respect of the Project in accordance with the EA Act and will consult with the Indigenous Communities for that purpose; and the Crown may rely on Statutory Consultation in fulfilling its Duty to Consult. While some Duty to Consult responsibilities have been delegated to the proponent, the Government of Ontario (MECP and ENDM) will still retain overall responsibilities related to the constitutional Duty to Consult.	• Section 2.1.1 Ontario's Environmental Assessment Act • Section 3 Approach for Preparation of the Environmental Assessment • Section 8.0 Approach to Assessment and Evaluation of Effects • Section 10.1.1 Webequie-led Indigenous Communities Consultation • Section 10.1.2 Duty to Consult with Indigenous Peoples • Section 10.4.3 Schedule of Consultation Activities
• **Environmental Assessment**	Attawapiskat First Nation Aroland First Nation Kasabonika Lake First Nation Kitchenuhmaykoosib Inninuwug First Nation Kingfisher Lake First Nation	• Clarification regarding how/why the First Nation communities have been identified as having a potential interest in the project.	• When the Crown reviews a project, it examines its database of what it knows about communities, sites of cultural significance, possible caribou ranges, watersheds, different factors for strength of claim, (e.g., actual, potential or asserted). Consultation is an ongoing process; as engagement with communities occurs, the Crown can identify impacts, gauge the level of community concerns and address the issues with more precision. Ontario (MECP) identified a list of twenty-two (22) potentially affected Indigenous communities that are to be consulted by the Webequie Project Team as part of its consultation and project planning. Webequie First Nation also had its own list of communities to consult, based on the location of neighboring communities, known traditional lands and resource use, and familial/clan connections to Webequie. These communities were included within the list of communities that may have an interest in the Project.	• Section 10.1.2 Identification of Indigenous Communities
• **Environmental Assessment**	Matawa Tribal Council	• Clarification regarding the identification and development of route alternatives.	• As described in the background/historical context in Section 5.1.2.1, there has been extensive examination of alternative road corridors in and around the McFaulds Lake area, as well as alternatives for interconnecting future mine developments and remote First Nations to the provincial highway system. The outcome of these past studies in parallel to the Webequie Supply Road have further advanced the planning process towards the identification of alternative corridors. The initial identification of Webequie Supply Road corridor alternative concepts (Alternative Concepts 1, 2A, 2B and 2C) is based on the results of previous studies, as well as years of joint community based land use planning work conducted by the Webequie First Nation in collaboration with MNRF, which is ongoing. As part of this process, the Webequie Project Team has received a significant amount of input from community meetings, elders, youth, land users, and harvesters. In addition, the technical team has been undertaking baseline studies, including geotechnical investigations and terrain analysis. Based on this collective work, and as described in the ToR, a preliminary preferred corridor approximately 2 km in width has been identified and will be carried forward for further evaluation in the EA, including the two supply road alternatives consisting of a community preferred route and an optimal geotechnical route that are generally within the preliminary corridor.	• Section 5 Description of and Rationale for Alternatives • Section 5.1 Range of Alternatives Considered

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
• **Environmental Assessment**	Neskantaga First Nation	• Alternatives assessment, and impacts from supporting road infrastructure (construction camps, laydown areas) need to be included in the EA.	• Section 5.5 of the ToR has been added and now describes project infrastructure alternatives that will be included in the scope of the EA. Alternative sites for supportive infrastructure, such as temporary laydown and storage areas, construction camps access roads and aggregate extraction areas, will be considered in the EA.	• Section 5.5. Project Infrastructure Alternatives Section 5.1.2 Alternative Methods of Carrying Out the Undertaking
• **Environmental Assessment**	Mushkegowuk Council Attawapiskat First Nation Weenusk (Peawanuck) First Nation	• Downstream impacts and impacts to downstream First Nation communities have not been considered and should be included in the effects assessment. Consultation with downstream First Nation communities (e.g., Coastal James Bay and Hudson Bay First Nations) should be undertaken, as they will be impacted by mining activities.	• Impacts from the proposed supply road on Indigenous communities, including down-muskeg and downstream communities and land users in the James Bay Lowlands, will be examined through the EA process. To conduct a comprehensive and accurate assessment, The Webequie Project Team welcomes input in the form of information and comments from all interested parties.	• Section 5.6 Alternative Methods Carried Forward for Environmental Assessment • Section 7 Potential Environmental Effects
• **Environmental Assessment**	Webequie First Nation	• What will happen if there is opposition to the Project?	• Concerns from communities will be listened to and we will work to come up with a solution to ensure that all concerns are taken into consideration during the EA and decision-making process. For example, if the road is crossing a sacred site, the road alignment may need to be moved.	• Section 11.1 Dispute Resolution Strategy
• **Environmental Assessment**	Nibinamik First Nation	• Should impacts be experienced during construction, how will this be addressed?	• The Webequie Project Team and supporting specialists will conduct surveys in the project area and predict potential effects that may occur as a result of the Project. As part of the EA, field surveys and a review of information from published and Indigenous sources will be completed to characterize the existing environmental conditions so that we have a baseline or reference for comparison both during and after construction. If unexpected effects occur during construction and baseline conditions change, further investigations will be undertaken to determine whether proper mitigation measures were followed and if these measures need to be modified in order to prevent the specific problem from re-occurring.	• Section 4.3.1 Construction Phase • Section 9.2 Monitoring
• **First Nations Regional Approaches**	Attawapiskat First Nation Neskantaga First Nation Eabametoong First Nation Matawa Council Mushkegowuk Council	• A regional assessment to determine the potential impacts of this project in relation to other projects is required.	• While a Regional Assessment is beyond the scope of this project, on February 11, 2020, the Federal Minister of the Environment and Climate Change determined that a regional assessment of the Ring of Fire will be conducted under the *Impact Assessment Act.* • As part of the EA, Webequie First Nation will identify and assess the project's cumulative effects using the approaches described in provincial and federal guidance documents. The cumulative effects assessment will evaluate the significance of net effects from the Project with the effects from all present and reasonably foreseeable developments and activities.	• Section 2.1.2 Canada *Impact Assessment Act* • Section 8.1 Cumulative Effects
• **First Nations Regional Approaches**	Matawa Council Mushkegowuk Council Neskantaga First Nation	• An advisory committee made up of representatives from First Nation communities should be established to review the detail design and construction phases of the Project to identify potential impacts and	• The Webequie Project Team will consider the request to establish a joint technical working group with Indigenous communities to provide input to the EA.	• Section 3 Approach for Preparation of the Environmental Assessment • Section 6.5 Data Collection Methods and Baseline Studies • Section 10.1.1 Webequie-led Indigenous Communities Consultation

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
		suggest potential mitigation measures.		
• **Participation/ Capacity Funding**	Aroland First Nation Attawapiskat First Nation Constance Lake First Nation Eabametoong First Nation Ginoogaming First Nation Kasabonika Lake First Nation Kitchenuhmaykoosib Inninuwug First Nation Long Lake #58 First Nation Marten Falls First Nation Matawa Tribal Council Neskantaga First Nation Nibinamik First Nation Wunnumin Lake First Nation	• Engagement with Indigenous communities will be an important component of this project. Clarification regarding the availability of capacity/resources for Indigenous communities to participate in the process is required. Lack of capacity funding/resources limits proper consultation and engagement.	• The Webequie Project Team recognizes the need for appropriate consultation and engagement with Indigenous communities throughout the EA process for the Project. The allocation of participant funding is outside of the purview of Webequie First Nation and is a matter for consideration by the Province of Ontario. The Webequie Project Team will direct your request for participant funding to participate in the Webequie Supply Road Project EA process to the Province (Ministry of Energy, Northern Development and Mines). In the meantime, the Project Team would be happy to meet with you to discuss the ToR.	• Section 10.1.2 Duty to Consult with Indigenous Peoples • Section 2.1.1 Ontario's Environmental Assessment Act • Section 3 Approach for Preparation of the Environmental Assessment • Section 10.1.1 Webequie-led Indigenous Communities Consultation
• **Permits**	Webequie First Nation Matawa Tribal Council	• Clarification regarding permitting requirements.	• If the EA is approved, a number of permits will need to be acquired prior to start of construction. For example, a bridge crossing a waterbody would require a permit from Transport Canada under the *Canadian Navigable Waters Act* due to potential effects to the navigation of boats along the waterway, or authorization under the *Fisheries Act* should a structure (culvert or bridge) have the potential to harm fish or fish habitat. Potential permits and approvals under both federal and provincial legislation are identified in Sections 2.1.4 and 2.1.5 of the ToR.	• Section 2.1.4 Other Relevant Federal Legislation and Permits • Section 2.1.5 Other Relevant Provincial Legislation and Permits • Section 12 Other Permits and Approvals
• **Policing & Patrolling Road**	Wapekeka First Nation Webequie First Nation	• What happens if there an accident on the Webequie Supply Road?	• Webequie First Nation is the proponent of the WSR EA. The proponent for construction and operation of the road will be determined later in the process. The EA will include an Environmental Protection Plan (EPP) specific to the construction and operations phases of the Project. The EPP will include procedures and mitigation measures to be implemented to reduce or eliminate potential negative effects from accidents, such as spill response procedures to address chemical, petroleum or other hazardous material spills along the road. The party(ies) ultimately responsible for constructing and operating the WSR will be bound by the EPP prepared and other commitments made during the EA phase.	• Section 7 Potential Environmental Effects • Section 9 Commitments and Monitoring
• **Previous Studies Completed in Project Area**	Aroland First Nation Marten Falls First Nation	• The previous studies referenced for this project are dated and have not been shared, so we have no knowledge of the findings and	• The background studies summarized in the draft ToR are included to provide historical context for the development of all-season road planning in the region. The Project Team has not placed absolute reliance on any of the preceding work for either consideration of the alternatives to the Undertaking or the development of alternative methods of carrying out the	• Section 1.3 Project Background and Context • Section 5.1.2.3 Initial Identification of Webequie Supply Road Corridor

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
	Mushkegowuk Council	cannot assess downstream impacts. We were also not consulted on these previous studies and, therefore, the Project should not be allowed to proceed as a focused EA.	Undertaking. In the latter regard, reliance has been placed primarily on input received from Webequie community members, including as part of its own Community Based Land Use Plan process.	Alternative Concepts
• **Project Impacts**	Kingfisher Lake First Nation Mushkegowuk Council	• Clarification regarding how impacts resulting from the Project will be addressed.	• Project impacts will be assessed through the EA process developed for the Project. Based on the interaction of environmental components (e.g., wildlife) and project activities, and using criteria and indicators with which to measure change, an effects assessment for the Project will be conducted to identify potential impacts, mitigation and net effects. The preliminary list of criteria (social, natural, cultural, etc.) and indicators are presented in the ToR and will be further developed, refined and finalized during the EA process. Mitigation measures will be identified to reduce potential impacts resulting from the Project, and will be monitored during construction and operation of the road to evaluate their effectiveness.	• Section 8 Approach to Assessment and Evaluation Effects • Section 8.3.1 Evaluation Criteria and Indicators • Section 9 Commitments and Monitoring
• **Protocols/ Consultation Process**	Kasabonika Lake First Nation Kitchenuhmaykoosib Inninuwug First Nation Neskantaga First Nation Weenusk First Nation Wunnumin Lake First Nation	• Our community has its own protocols and Consultation Process to be followed.	• The Project Team will engage with the communities identified as being potentially affected or having a potential interest in the Project in accordance with to Webequie's Three-Tier framework. The Three-Tier approach, in the context of the Project, is Webequie First Nation's approach to completing the EA process, and ensuring that the Project is consistent with their traditional cultural values, customs and beliefs. The Project will still follow the federal and provincial EA processes, but as the proponent of the EA, Webequie will also adhere to the Three-Tier approach. The Project Team will be engaging with all identified communities to discuss the Project. The protocols and consultation processes for each community will be respected.	• Section 10.1.1.1 Elders' Guiding Principles • Section 10.1.1 Webequie-led Indigenous Communities Consultation
• **Protocols/ Consultation Process**	Kasabonika Lake First Nation Neskantaga First Nation Wapekeka First Nation Wawakapewin First Nation Wunnumin Lake First Nation	• Request for members of Webequie First Nation to be in attendance at meetings and for Community to Community discussions between leadership to be undertaken, instead of individual meetings.	• The Three-Tier Approach is Webequie First Nation's guiding approach to consultation and the EA. Webequie understands that this is a new process, so whenever possible, community representatives will try to attend meetings at both the community level and between leadership, where required, to address questions and comments.	• Section 10.1.1 Webequie-led Indigenous Communities Consultation
• **Regional Assessment**	Aroland First Nation Attawapiskat First Nation Constance Lake First Nation Kasabonika Lake First Nation Mushkegowuk Council Neskantaga First Nation	• There is not enough consultation on mining development/Ring of Fire and infrastructure being developed for mining activities. The cumulative effects of Ring of Fire and mining related infrastructure should be included in this Project.	• The purpose of the Webequie Supply Road is to facilitate the movement of materials, supplies and people from Webequie to the area of existing mineral exploration activities and proposed mine developments in the McFaulds Lake area, with the goal to provide employment, training and economic development opportunities to WFN. A regional assessment is beyond the scope of the Project. Broader concerns on consultation and the impacts of mining in the Ring of Fire and development of infrastructure in the area should be addressed as part of the regional assessment of the Ring of Fire region to be conducted by Impact Assessment Agency of Canada, as announced on February 11, 2020 by the Minister of the Environment and Climate Change. Webequie First Nation will be monitoring the regional assessment as the process unfolds.	• Section 6.3.6 Land and Resource Use

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
	Weenusk (Peawanuck) First Nation Wunnumin Lake First Nation			
• **Regulatory Requirements**	Attawapiskat First Nation Neskantaga First Nation Wapekeka First Nation Webequie First Nation	• While a First Nation-led project is a positive sign for other First Nation communities, clarification regarding government agency involvement and responsibilities (e.g., issue resolution) is required.	• Webequie First Nation is the proponent of this project, and the EA will follow the federal and provincial EA process. This will be a coordinated EA process and one report will be completed to satisfy both requirements. The role Ontario will play in issue resolution is outside the scope of what Webequie First Nation is responsible for responding to as proponent for the EA and has been referred to Ontario. A Memorandum of Understanding (MOU) between Ontario (MECP/ENDM) and Webequie First Nation was signed on February 7th. This MOU outlines the shared responsibilities with respect to the Duty to Consult between Ontario and Webequie First Nation.	• Section 2.1.3 Process for Federal-Provincial Coordinated EA • Section 10.1.1 Duty to Consult with Indigenous Peoples
• **Road Proponency**	Marten Falls First Nation Mushkegowuk Council Neskantaga First Nation Wapekeka First Nation Wunnumin Lake First Nation	• Who will own and use the WSR?	• Webequie First Nation is the proponent of the WSR EA. WFN continues to have discussions with the Province on roles and responsibilities with respect to ownership, construction and operation of the WSR. • Given the supply road purpose, the volume of vehicles using the road is expected to be low. The road will facilitate a range of traffic types and users, including light vehicles and heavier industrial/commercial vehicles. It should be noted that traffic operations will not include mineral ore or mine product hauling. The specific traffic mix (%) of heavy vehicles (e.g., trucks) versus light vehicles will be further examined in the EA, including, where applicable, consideration of road use controls that are to be discussed between Webequie First Nation and the Province of Ontario.	• Section 10.3.1 Activities and Key Comments and Concerns Expressed by Indigenous Groups/Communities
• **Route Planning**		• Clarification regarding the purpose/route of the WSR, and whether alternative routes, a connection of the road to other communities, or a connection to the provincial road network were considered.	• The goal of the Project is to provide employment, training and economic development opportunities to WFN by facilitating the movement of people and goods between Webequie and proposed mine developments and mineral exploration activities in the McFaulds Lake area. The EA study for the Project will assess corridor alternatives and complete an effects assessment and evaluation of the selected preferred corridor alternatives for the all-season road and the alternatives for supporting infrastructure elements, which include aggregate extraction and processing areas, access roads, laydown/storage yards and construction camps. The WSR could be constructed and operated as a facility that only provides a connection between Webequie First Nation and the McFaulds Lake area to serve mineral exploration and future mining development, with no connection to the provincial highway system. Marten Falls First Nation is currently leading a coordinated federal-provincial environmental assessment process for the Marten Falls Community Access Road, which would connect Marten Falls First Nation to the provincial highway network via a connection to Painter Lake Road. This environmental assessment is ongoing at the same time as the Webequie Supply Road EA.	• Section 1.4 Purpose and Rationale for the Undertaking • Section 5.1.1. 6 Preferred Planning Alternative • Section 5.1.2.2 Alternative Supply Road Corridors • Section 5.6 Alternative Methods Carried Forward for Environmental Assessment
• **Sites of Aboriginal cultural significance**	Neskantaga First Nation Webequie First Nation	• Concerns regarding potential impacts to traditionally significant areas/features resulting from the works.	• Community input will be crucial to identifying areas of cultural significance and ensuring the road is built in a responsible manner, which minimizes impacts to culturally sensitive areas. Impacts to sites of cultural significance will be minimized through corridor definition, road alignment refinement and construction methods. During construction, an environmental monitor will be present, who, among other duties, would be responsible for ensuring that any artifacts or culturally-significant sites encountered are treated appropriately.	• Section 7.2.1 Effects on Traditional/Indigenous Land Use • Section 7.3 Cultural Environment • Section 10.1.2 Duty to Consult • Section 9.2 Monitoring

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
• **Socio-Economics**	Aroland First Nation Kasabonika Lake First Nation Kingfisher Lake First Nation Webequie First Nation Weenusk First Nation Wunnumin First Nation	• What are the social impacts to the community resulting from the Project, and what are the community benefits/advantages?	• Part of the socio-economic assessment is finding both positive and negative impacts resulting from the Project. Positive impacts, as well as concerns regarding the Project, will be identified throughout the effects assessment process. These positive impacts and concerns will be documented within the EA. Section 7.2 of the ToR provides a preliminary assessment of potential benefits and adverse socio-economic effects associated with the Project.	• Section 7.2 Socio-Economic Environment
• **Indigenous Knowledge**	Attawapiskat First Nation Kasabonika Lake First Nation Kingfisher Lake First Nation Kitchenuhmaykoosib Inninuwug First Nation Wapekeka First Nation Wawakapewin First Nation Wunnumin Lake First Nation	• Ensure Indigenous Knowledge from potentially affected communities is included in the impact assessment to determine a full range of effects.	• Community input will be crucial to the success of the Project. A strategic engagement and consultation program has been developed to obtain Indigenous Knowledge from communities. The Project Team will be meeting with communities and requesting they share their Indigenous Knowledge and land use data to help the team identify areas of cultural significance that may need to be avoided and/or that may require special consideration or mitigation to address concerns.	• Section 7.2.1 Effects on Traditional/Indigenous Land Use • Section 7.3 Cultural Environment • Section 10.1.1.2 Webequie First Nation Three-Tier Approach • 10.4.1. How Indigenous Knowledge will be Gathered and Used
• **Traditional Land Use**	Kingfisher Lake First Nation Mishkeegogamang First Nation Neskantaga First Nation Nibinamik First Nation Webequie First Nation Wunnumin Lake First Nation	• Concerned regarding impacts to traditional land use, loss of way of life, and areas loss resulting from the project (i.e., gathering, hunting, trapping and fishing).	• Gathering information regarding areas of traditional land use will be important, so that impacts to traditional land use activities (fishing hunting, harvesting, trapping, etc.) are minimized through corridor definition and construction methods. The incorporation of information on areas of traditional land use in the EA will ensure that the road is built responsibly. Potential loss of resource and traditional land use areas, and resultant impacts to way of life, will be carefully considered in the collection of baseline data and the effects assessment. Sections 6.3.6 and 7.2.1 of the ToR provide an initial understanding of existing use of the land and resource base and potential effects of the Project on traditional/Indigenous uses.	• 6.3.6 Land and Resource Use • Section 7.2.1 Effects on Traditional/ Indigenous Land Use
• **Traffic/ Pedestrian Safety**	Marten Falls First Nation Mishkeegogaming First Nation Wapekeka First Nation Webequie First Nation	• Concerned with the increase in traffic during field investigations, construction and operations and what this will mean to traffic and pedestrian safety. Concerns regarding the management of the road and materials travelling along it were also raised.	• Consultation with the Ministry of Transportation of Ontario (MTO) will be undertaken as part of the EA and preliminary design of the road to ensure that appropriate safety measures are incorporated in the road design. Vertical curvature, maximum grade and minimum road shoulder width will adhere to MTO standards for provincial highways, and appropriate roadside safety measures, such as guiderails/barriers and signage, will be included in design considerations. Traffic impacts will also be assessed as part of the EA, including identifying mitigation measures to reduce risk to pedestrians, road users and collisions between vehicles with wildlife.	• 4.1.1 Preliminary Design Criteria • Section 8.3.1 Evaluation Criteria and Indicators

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
• **Traffic/ Pedestrian Safety** • ***Highway Traffic Act*, Licensing and Insurance**	Webequie First Nation Marten Falls First Nation	• Clarification regarding what design specifications the road will meet.	• The WSR will be designed in accordance with Transportation Association of Canada (TAC) Geometric Design Standards and the Ontario Ministry of Transportation (MTO)/TAC supplemental standards used for municipal roads and provincial highways. The WSR design team is in the process of identifying design criteria for the road and these will be developed further as part of the EA. Section 4.1.1 of ToR has been updated to include further details on the design criteria for the WSR. Consultation with the Ontario Ministry of Transportation and ENDM will being undertaken as part of the EA and preliminary design of the road.	• 4.1.1 Preliminary Design Criteria • Section 8.3.1 Evaluation Criteria and Indicators
• **Transitional Provisions of *Impact Assessment Act***	Attawapiskat First Nation Eabametoong First Nation Kasabonika Lake First Nation Kingfisher Lake First Nation Marten Falls First Nation Matawa Tribal Council Mushkegowuk Council Neskantaga First Nation Nibinamik First Nation Webequie First Nation Weenusk First Nation	• What will be the impact of a change in legislative process, or in government, on the Project?	• Since initiation of the Project, there have been changes to federal legislation. On August 28, 2019 the *Impact Assessment Act* (IAA) came into force, repealing the *Canadian Environmental Assessment Act*. Due to this change Webequie Supply Road was subject to the transitional provision in the Act. Based on this development WFN has now completed the Phase 1 – Planning process under the Act and, on February 24, 2020, the Impact Assessment Agency of Canada issued the Notice of Commencement of the Impact Assessment for the WSR Project and provided the Tailored Impact Statement Guidelines to WFN. The Webequie Project Team has revised the approach based on the legislative changes. The process WFN will follow for the assessment of the Project will now meet the EA Act and IAA requirements, as well as being in accordance with Webequie's Three-Tier Approach. The Project Team will track and address and further legislative changes in cooperation with the EA Coordination Team.	• Section 1.1 Proponent • Section 2.1.1 Ontario *Environmental Assessment Act* • Section 3 Approach for Preparation of the Environmental Assessment Section • 10.1.2 Duty to Consult with Indigenous Peoples • 10.2.2.1 Government Review Team
• **Vegetation**	Kingfisher Lake First Nation	• Clarification regarding vegetation studies and potential impacts resulting from the project works.	• A vegetation survey was completed to inventory vegetation species and distribution as part of an effort to characterize vegetation communities along the road corridor. Impacts to vegetation will be minimized through road alignment and the use of appropriate mitigation measures. Impacts to vegetation will be documented in the EA for the Project.	• Section 6.2.4 Vegetation • Section 7.1.5 Vegetation
• **Water Crossings**	Kingfisher Lake First Nation Neskantaga First Nation Weenusk First Nation Wawakapewin First Nation	• How many waterbodies will this project cross?	• The Webequie Project Team have identified a total of 26 water body crossings associated with the preliminary preferred corridor for the WSR. Major crossings include: Winisk Lake near WFN; the Muketei River; and Winiskesis Channel. The EA will assess the impacts of these crossings and will identify mitigation measures to protect and minimize the potential adverse effects of the Project.	• Section 4.2 Components and Activities of the Project
• **Water Quality**	Matawa First Nation Mushkegowuk Council Webequie First Nation	• Clarification regarding studies undertaken to assess water quality and potential impacts of the Project on water quality, aquatic species, and methylmercury levels.	• Surface and groundwater quality, fish communities and wetlands will be examined in the EA. As part of the EA, mitigation and protection measures and environmental monitoring requirements will be identified, including opportunities for First Nation community members to participate as environmental monitors. Baseline studies that are proposed to characterize the environment are described in Section 6.5.2 of the ToR. The Webequie Project Team will interact with potentially affected Indigenous communities and/or other interested groups during the baseline data collection period to facilitate the two-way exchange of information (i.e., Indigenous Knowledge and how it has been incorporated in the EA). Comments regarding assessing and monitoring methylmercury levels in fish and surface and	• Section 6.5.2 Baseline Studies • Section 10.4.1.1 How Indigenous Knowledge will be Gathered and Used

Themes of Comment/Concern	Indigenous Community/Council	Comment/Concern	Project Team Response	Relevant Section in ToR
			groundwater have been noted for consideration in the EA and for any follow-up monitoring programs.	
• **Wildlife**	Wawakapewin First Nation Weenusk First Nation	• Clarification regarding whether a Wildlife Management Plan will be developed, and whether environmental monitoring will be undertaken by an outside company during construction.	• The development of a Wildlife Management Plan that identifies mitigation measures and monitoring for wildlife may arise as a commitment out of the EA (as part of the Environmental Protection Plan) based on the effects assessment and input received from Indigenous communities and others. Where monitoring of wildlife is required during construction or operation of the Project, it is anticipated that opportunities for First Nation community members to participate in the monitoring program would be offered.	• Section 9 Commitments and Monitoring • Section 9.2 Monitoring
• **Wildlife**	Attawapiskat First Nation Matawa Tribal Council Marten Falls First Nation Kitchenuhmaykoosib Inninuwug First Nation Weenusk (Peawanuck) First Nation	• Clarification regarding how caribou have been studied and potential impacts to caribou resulting from the Project.	• Field surveys for caribou have been undertaken as part of the baseline studies for the Project. To date, this has included winter aerial surveys to determine presence/absence of caribou within the project area and a survey to assess caribou nursery/calving habitat. These surveys, as well Indigenous Knowledge, will be used to inform the EA, including the use of data from others, such as MNRF, who are conducting a caribou collaring program to assess the movement of caribou and use of critical habitat areas. The Webequie Project Team is currently in ongoing discussion with MECP to understand the baseline study requirements for caribou and other species at risk for the EA.	• Section 6.2.3 Wildlife and Wildlife Habitat • Section 6.5.2 Baseline Studies

Additional detail on input received to date is provided in the Record of Consultation accompanying the ToR.

10.3.2 Government Review Team and Municipal Involvement to Date

A summary of activities conducted with the GRT, and government ministry and agency involvement to date, is presented in **Table 10-4.** Note that this includes activities related to the All-Season Community Road Study pre-dating the ToR phase of the EA.

Table 10-4: All-Season Community Road Study Government Review Team Involvement to Date

Jurisdiction	Ministry/Agency	Date/Method of Consultation to Date
Federal Government	• Impact Assessment Agency of Canada Agency • Fisheries and Oceans Canada • Transport Canada • Environment and Climate Change Canada • Health Canada	• Consultation with the Agency has been undertaken in the form of formal meetings on December 11, 2017 and March 1, 2018. • Provided Notice of Commencement of provincial Environmental Assessment Terms of Reference on January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019.
Provincial Government	• Ministry of Natural Resources and Forestry (MNRF) • Ministry of Northern Development and Mines (MNDM) • Ministry of the Environment, Conservation and Parks(MECP) • Ministry of Transportation of Ontario (MTO)	• MNRF, MECP and ENDM consultation has been undertaken in the form of formal meetings on October 12, 2017, November 24, 2017, December 11, 2017 and March 1, 2018. • MTO consultation has been undertaken in the form of formal meetings on October 12, 2017 and November 16, 2017. • Provided Notice of Commencement of provincial Environmental Assessment Terms of Reference on January 25, 2019. • Received Notice of Draft Terms of Reference for Review, dated September 11, 2019. • Received Notice of Public Information Centre, dated October 2, 2019.
Law Enforcement Agencies	• Nishnawbe Aski Police Service (NAPS)	• Met with Staff-Sergeant Merle Loon in first quarter 2016 as part of All-Season Community Road Study regarding whether all-season roads would be subject to provincial Highway Traffic Act, resulting in all road users having to be licensed and insured.

At the outset of the Webequie Supply Road Project ToR phase, information request letters, project notification letters and Notice of Commencement of EA Terms of Reference were sent to municipalities and the ministries and agencies on the Government Review Team (GRT) list. These letters provided a brief overview of the Project and upcoming studies, and requested ministries and agencies to provide a statement of confirmation that they wish to participate in the study, as well as provide any required or useful information to the Project Team.

Discussions with the EA Coordination Team to date have focused on the regulatory process, including coordination of input and guidance provided by Impact Assessment Agency and MECP; permit requirements; delegation of Duty to Consult; and anticipated requirements and expectations for the coordinated environmental assessment processes. Guidance has also been received on the consultation process, as well as development of the provincial EA Terms of Reference and federal IA Initial and Detailed Project Descriptions.

10.3.3 Public and Stakeholder Involvement to Date

The Notice of Commencement for the Environmental Assessment Terms of Reference was published in the following newspapers:

- Thunder Bay Chronicle on January 25, 2019;
- Timmins Daily Press on January 25, 2019;
- Sioux Lookout Bulletin on January 30, 2019;
- Wawatay News Website between June 1 and June 30, 2019; and
- Wawatay Newspaper on June 15, 2019.

Letters advising of the Notice of Commencement for the Environmental Assessment Terms of Reference were distributed to government ministries and agencies, identified property owners, interest groups and members of the public who may have an interest in the project on January 25, 2019. Included within the letters was a copy of the published notice, and a Contact Information Form, which asked those with an interest in the project to provide their contact information to the Project Team by February 25, 2019. Individual emails advising of the Notice of Commencement of Terms of Reference were also sent to identified property owners, interest groups and members of the public, where email addresses were available. These emails contained the letter and the Contact Information Form.

A Notice of Draft Terms of Reference for Review was published in the following newspapers:

- Thunder Bay Chronicle on September 11, 2019;
- Timmins Daily Press on September 11, 2019;
- Sioux Lookout Bulletin on September 11,, 2019;
- Wawatay News Website on September 13, 2019 to October 16; and
- Wawatay Newspaper on September 15, 2019.

The Notice advised of the availability of the draft Terms of Reference for Review, and listed review locations, as well as the project's website where the draft ToR was also available. Letters were distributed on September 11, 2019 to identified property owners, interest groups and members of the public. The letter provided information on the Project, the *Environmental Assessment Act*, the draft Terms of Reference review period, and review locations. Recipients were encouraged to review the document, and provide comments to Project Team representatives, or on the Project Website prior to October 16, 2019. Wherever possible, an unaddressed email advising of the availability of the draft Terms of Reference and requesting

comments be submitted prior to October 16, 2019 was distributed on September 11, 2019 to those contacts where an email address was available.

A Notice of Public Information Centre (PIC) was published to advise the public and stakeholders of an open house meeting scheduled for October 9, 2019 to discuss the project. The Notice of Public Information Centre was published in the following newspaper:

› Thunder Bay Chronicle on October 2, 2019

A letter advising of the PIC was distributed to identified property owners, interest groups and members of the public on October 2, 2019. This letter provided information on the project, the PIC venue, and invited those with an interest in the project to attend, or to provide comments directly to the Project Team representatives, or on the Project Website. A corresponding email was also sent on October 3, 2019.

All Notices were also published on the Project Website at www.supplyroad.ca.

Table 10.5 below presents the comments received at the PIC in Thunder Bay.

Table 10-5: Comments Received from Attendees at October 9, 2019 Public Information Centre

Comment	Summary of Response by Project Team
Noted recommendations previously provided to the Project Team upon receipt of the Notice of Commencement of Terms of Reference regarding the cataloguing of broader issues (such as food security) to ensure that they are documented for follow up in the future. Noted the need for **community education on the EA process and to engage with communities to ensure they understand the EA process and the need for engagement with Indigenous communities.**	Project Team member acknowledged that initial comments regarding cataloguing of issues was received during the Notice of Commencement period and has been documented. Project Team member noted that the consultation process and record keeping of comments and engagement with Indigenous communities and stakeholders is a rigorous process in that a software system is used to document and record comments to ensure that comments and questions are responded to in a timely manner, in addition to identifying themes of comments and questions received. Project Team member also noted that there are 22 Indigenous communities to be consulted and that when the Project Team visits the Chief and Councils and communities, a detailed presentation is provided on the Project, including steps of the EA process and the studies to be conducted, and communities are encouraged to review the document and provide comments and feedback on the draft Terms of Reference, to be incorporated in the final ToR.
Noted that communication materials translated in Ojibway are incorrectly translated.	Project Team member thanked them for their comments and advised that they will seek a new Ojibway translator to revise the translation of communication materials.
Noted that they have lived around the country and have seen lots of development, both good and bad. Noted	Project Team member thanked the attendee for their comments. Project Team member noted that the Project is following provincial and federal EA requirements and

Comment	Summary of Response by Project Team
that they have noticed in recent years there has been lots of new legislation that requires developers to do some environmental studies before they are allowed to build a road or development. Indicated that the information on the display boards was **detailed and informative. Provided positive feedback on conducting an environmental assessment to protect sensitive features and wildlife. Asked how caribou and other species and their habitat will be protected.**	that input from the public is important for incorporation in the final ToR and EA. Project Team member indicated that the route avoids the most sensitive habitat.
Concerned about the road and how it could improve access to fishing areas. Inquired if fish would still be edible once the road is constructed. Concerned about the road going over sensitive spawning grounds.	Project Team member indicated that fish would still be edible during and after construction and that there will be multiple mitigation measures in place to ensure that no sediment or other contaminants enter any lake, river, stream or wetland. Project Team member indicated that the access to good fishing areas is a community issue and suggested that they need to adhere to catch limits and seasons for various species to avoid disturbing fish during spawning. Project Team member asked if the community has known sensitive spawning areas, which was confirmed; it was suggested that this information be provided on a map as this will be helpful for the EA.
Provided positive feedback regarding the set-up of the open house with display boards. Requested electronic copy of display boards.	Project Team members thanked the attendee for the feedback. Project Team members noted that they provide an electronic copy of the display boards on the Project Website.
Commented that they are not very familiar with the Webequie Supply Road Project.	Project Team member walked them through the various display boards to explain the Project and activities conducted to date, emphasizing that it was a Webequie First Nation-led project and that Webequie's Three-Tier Approach formed the basis for the community's own EA process, which would run in parallel and be integrated with the existing provincial and federal EA processes.
Mining industry representative stated that the Supply Road is not part of their mining plan and does not commit them to having supplies and material flown in via the Webequie **airport.**	Project Team member acknowledged the comment and stated that the Supply Road is an economic development initiative of Webequie First Nation, independent of the mining industry and specific plans for mine development in the McFaulds Lake area.

10.4 Engagement and Consultation Activities During the EA Study

The engagement and consultation approach and mechanisms established for the ToR phase will continue through the EA study. Additionally, any feedback received from Indigenous communities, the GRT, municipalities, stakeholders and the public during the ToR phase regarding the consultation approach and mechanism will be taken into account and the appropriate adjustments made.

Throughout the EA study, there will be a number of milestones that the Webequie Project Team will meet in order for the EA to progress towards successful completion. These include:

- Commencement of EA study following ministerial approval of the Terms of Reference;
- Further development and identification of alternative methods for implementing the Project and criteria for evaluating alternatives;
- Evaluation of alternatives and identification of preferred alternative;
- Submission of Draft EAR/IS; and
- Submission of Final EAR/IS.

10.4.1 EA Engagement and Consultation with Indigenous Communities

A variety of activities and materials will be used to provide information and receive input from Indigenous communities during the EA phase. **Table 10-6** outlines the mechanisms, activities and events that are planned for various stages throughout the EA study and will be used at milestone points to ensure optimal engagement with Indigenous communities.

When visiting Indigenous communities, the Project Team will respect the protocols and procedures of Indigenous communities. Activities and mechanisms will be tailored for specific Indigenous communities based on their consultation protocols and procedures.

Table 10-6: Indigenous Consultation and Engagement Methods During the EA Study

Method of Engagement	Description
Notification Letters	Notification letters will be prepared and sent by registered mail to all of the identified Indigenous communities and Tribal Councils (as listed in Table 10-1) to inform them of the following EA milestones: • Commencement of EA study following ministerial approval of the Terms of Reference; • Further development and identification of alternative methods for implementing the Project and criteria for evaluating alternatives; • Evaluation of alternatives and identification of preferred alternative; • Submission of Draft EAR/IS; and • Submission of Final EAR/IS.

Method of Engagement	Description
Public Notices and Newspaper Advertising	Public Notices will be issued at various points throughout the EA study to inform all identified Indigenous communities of EA commencement and submission and to invite attendance at the community meetings. Notices to be published include: • Notice of Commencement of EA Study; • Notice of Community Meetings to review alternatives and their assessment; • Notice of Draft EAR/IS for Review; • Notice of Submission of Final EAR/IS for Review. The public notices will be published in the Wawatay News, Thunder Bay Chronicle Journal, Timmins Daily Press, and Sioux Lookout Bulletin and posted on the Project Website to reach Indigenous communities across Northern Ontario.
Community Visits	Community visits are planned throughout the EA schedule with the eight most potentially affected communities (see Section 10.2.1) – 3 for each of the 8 most potentially affected communities. Community visits to the other 14 communities will be planned upon request. The current schedule includes provision for 2 visits to each of these communities. Community meetings will provide information on the EA process and to seek feedback and comments to be incorporated into the EA. Specific activities to be conducted during community visits include: • Outline the purpose and scope of the EA, including schedule and EA milestones; • Present the results of studies that have been conducted; • Obtain input and feedback from community members on evaluation criteria, the alternatives development and assessment; • Outline proposed environmental mitigation, protection and compensation measures associated with the preferred alternative; • Obtain general input from community members about the Project and information they wish to share. The Draft EAR/IS will be available at the Administration office of each Indigenous community for community members to review during the public review periods. The Project Team will incorporate feedback and comments received on the Draft into the Final EAR/IS. The Final EAR/IS will also be made available at the Administration office for viewing.

Method of Engagement	Description
Meeting with Off-Reserve Community Members	Two (2) meetings with off-reserve community members of the 22 Indigenous communities (see Section 10.2.1) will take place during the EA schedule. These meetings will be held in the City of Thunder Bay, as this is the most central location closest to the project area. The purpose of the meetings is generally as described above for the community visits, focusing on obtaining input and feedback on the alternatives development and assessment. The meetings will occur at the same project stage as the community visits. These off-reserve community members will have an opportunity to review the Draft EAR/IS during the public review period at the participating municipal offices and public libraries, as well as on the Project Website. Off-reserve community members may provide comments and feedback on the Draft EAR/IS, and Final EAR/IS with comments incorporated, through the same channels as on-reserve community members.
Engagement with Métis Nation of Ontario	Information meetings will be held with the Métis Nation of Ontario (MNO) upon request. Meetings will be held in the City of Thunder Bay. MNO will receive a copy of the Draft and Final EAR/IS for feedback and comments during the public review periods.
Radio Information Sessions	Radio information sessions will be broadcast over Wawatay Radio, throughout the Wawatay broadcast region. These sessions will take place periodically throughout the EA study schedule. The sessions will be in an open dialogue format with the Project Team to allow community members to ask questions about the Project and to obtain their feedback and input. In addition, community meetings will be recorded and broadcast to allow for community members that cannot attend meetings to participate.
Engagement with Tribal Councils and Nishnawbe Aski Nation	Tribal Councils and the Nishnawbe Aski Nation will be provided information and will be provided opportunities to comment throughout the EA study schedule. Meetings will be held upon request. Tribal Councils and the Nishnawbe Aski Nation will receive a copy of the Draft and Final EAR/IS for feedback and comments during the public review periods.
Communication Materials	Various communication materials will be developed for use at meetings. These include presentation slide decks, project fact sheets, handouts, display boards, etc. Communication materials will be in plain language and free of technical jargon to ensure that information is clear and easy to understand. Some materials will be translated into the native language of the communities.

Method of Engagement	Description
Audio and Visual Products	For those Indigenous communities who have the capability, community meetings and presentations will be live-streamed through local community media to allow for a wider audience to participate in the meetings and have the opportunity to ask questions and provide feedback. Some recordings of the community presentations will be saved and posted on the Project Website for public viewing.
Project Website	A Project Website is available for the public to review project related information at www.supplyroad.ca. Materials that will be posted on the website include those related to: • Commencement of EA study following ministerial approval of the Terms of Reference; • Further development and identification of alternative methods for implementing the Project and criteria for evaluating alternatives; • Evaluation of alternatives and identification of preferred alternative; • Submission of Draft EAR/IS; • Submission of Final EAR/IS Project Newsletters; • Recorded videos of community presentations; • Other materials that are developed over the course of the EAR/IS preparation period. Community members will be able to provide comments and feedback on the Draft EAR/IS through the website. The Project Team will ensure that feedback and comments received are incorporated into the Final EAR/IS.
Project Newsletters	Project Newsletters will be developed on a monthly basis, providing information on project updates and summary information of project milestones. These will be posted on the Project Website and will be in plain language that will clearly explain project information for community members to understand. Newsletters will be translated in the language native to communities.

10.4.1.1 How Indigenous Knowledge will be Gathered and Used

EA engagement and consultation activities will include the gathering of Indigenous Knowledge information. The Webequie Project Team acknowledges that Indigenous communities have been documenting Indigenous Knowledge for years within the project area. The Webequie Project Team will collect existing Indigenous Knowledge that is specific to the Supply Road project area. It is also acknowledged that, despite the extensive amount of existing Indigenous Knowledge available, there may be infomation gaps that necessitate additional, site-specific data collection.

Indigenous Knowledge is considered to be a holistic body of knowledge containing information and records collected by Indigenous communities on places and things that are considered to be of cultural, spiritual, historical and community significance to its members. Much of this knowledge may have been passed on from generation to generation. Each community will have its own approach to collecting, recording, sharing

and using this knowledge. Where possible, WFN will acknowledge and respect the sensitive and confidential nature of Indigenous Knowledge collection and its use.

WFN intends to use Indigenous Knowledge and other information received from community members for the Project to assist with several key elements of the EA process, including:

- Assessing existing Indigenous Knowledge information in relation to the road project and to understand additional work that may be required;
- Incorporating Indigenous Knowledge currently available to establish a baseline to monitor change going forward;
- Evaluating alternatives and assessing potential impacts of the Project (e.g., criteria and indicators of relevance to Indigenous communities for all environmental components); and
- Developing environmental mitigation, protection and compensation measures, and monitoring commitments and accommodation measures, where necessary.

10.4.2 Government Agency, Public and Stakeholder Engagement and Consultation

The following sections provide a plan for engaging and consulting government agencies and non-Indigenous communities and stakeholders, based on EA study milestones similar to those for Indigenous communities.

10.4.2.1 Government Review Team

A data sharing agreement has been made between the Webequie Supply Road Project Team and the Crown. This reciprocal agreement ensures that the Crown will provide relevant data where possible and, conversely and where permissible, the data collected during the course of the Project will be shared among organizations.

At the outset of the EA study, information request letters and project notification letters will be sent to the agencies on the Government Review Team (GRT) list. These letters will provide a brief overview of the work to be conducted during the EA phase, including upcoming baseline studies, as well as requesting any required or useful information through their technical representative. At subsequent EA milestone points, the Webequie Project Team will provide information to and request input from the GRT. The agencies on the GRT will receive project status reports, opportunities to comment on studies to be conducted (including, as appropriate, study work plans), evaluation criteria, the development and evaluation of alternatives, notices of upcoming consultation events (refer to open house session approach in Section 10.4.2.3), and the opportunity to contribute to the review of the Draft and Final EAR/IS.

10.4.2.2 Municipalities

Municipalities will be notified at the EA milestones and will be invited to open house sessions being held in the City of Thunder Bay (refer to Section 10.4.2.3 for open house approach). While the Municipality of Greenstone, Township of Pickle Lake, City of Timmins and Municipality of Sioux Lookout will be included within the consultation program due to their location and interested stakeholders, public information sessions will not be held at these locations. Instead, any public information sessions will be held in the City of Thunder Bay, as this is the most central location to the Webequie First Nation and, therefore, the likely all-season road corridor. The Webequie Project Team will consider requests for additional open houses in other locations.

10.4.2.3 Public and Stakeholders

All identified affected and/or interested stakeholders and members of the public will be notified at the EA study milestones. The public and stakeholders will have the opportunity to attend two (2) open house sessions that will be held in the City of Thunder Bay, focusing on:

1) Development and evaluation of alternatives; and
2) Presentation of the preferred alternative and associated environmental mitigation, protection and compensation proposals developed to date.

It is proposed that the dates for the government/public open house sessions coincide with those for the off-reserve Indigenous community members, with late afternoon/early evening slots allocated to government (GRT/municipalities/elected representatives), the public and stakeholder groups, and later evening slot allocated to off-reserve Indigenous community members.

The open houses will include display materials containing information on the project background, the EA study process, known existing project area environmental conditions, the results of studies that have been conducted; the development and evaluation of alternatives, including the rationale for evaluation criteria; the project schedule; and the results of the consultation program. The Webequie Project Team will be available to receive and respond to questions and have an open dialogue regarding the EA process. Written comments may be prepared and left at the open house venue or sent to the Project Team within a specified period following the event.

The public and stakeholders will be notified regarding the commencement of the EA and submission of the Draft and Final EAR/IS. The EAR/IS will be available for review on the Project Website, and at municipal offices or nearby public libraries in:

- City of Thunder Bay
- Municipality of Greenstone
- Township of Pickle Lake
- City of Timmins
- Municipality of Sioux Lookout

Table 10-7 below outlines the methods of engagement with the GRT, municipalities, elected representatives, the public and stakeholder groups described above.

Table 10-7: Government Review Team, Municipalities, Elected Representatives, Public and Stakeholder Engagement Methods During the EA Study

Method of Engagement	Description
Notification Letters	Notification letters will be prepared and sent by mail and email to the GRT, municipalities, elected representatives, the public and stakeholders identified and included in the Stakeholder Contact List at the EA milestones: • Commencement of EA study following ministerial approval of the Terms of Reference; • Further development and identification of alternative methods for implementing the Project and criteria for evaluating alternatives; • Evaluation of alternatives and identification of preferred alternative; • Submission of Draft EAR/IS; and • Submission of Final EAR/IS.
Public Notices and Newspaper Advertising	Public Notices will be issued at various points throughout the Project to inform the public and stakeholders of EA study commencement and submission and to invite attendance at the community meetings. Notices to be published include: • Notice of Commencement of EA Study; • Notice of Open House sessions; • Notice of Draft EAR/IS for Review; • Notice of Submission of Final EAR/IS for Review. The public notices will be published in the Wawatay News, Thunder Bay Chronicle Journal, Timmins Daily Press, and Sioux Lookout Bulletin and on the Project Website.
Open Houses	As discussed in Section 10.4.2.3, during the EA, two (2) open houses will be planned in the City of Thunder Bay for government ministries/agencies, municipalities, elected representatives, the public and stakeholders. The open houses will serve as a forum to provide feedback and comments on the results of the studies that have been conducted, development and evaluation of alternatives and presentation of the preferred alternative.
Communication Materials	Various communication materials will be developed for use at meetings. These include presentation slide decks, project fact sheets, handouts, display boards, etc. Communication materials will be in plain language and free of technical jargon to ensure that information is clear and easy to understand.

Method of Engagement	Description
Project Website	A Project Website is available for all interested and potentially affected parties to review project related information, at www.supplyroad.ca. Materials that will be posted on the website include those related to: • Notice of Commencement of EA study following ministerial approval of the Terms of Reference; • Information on the further development and identification of alternative methods for implementing the Project and criteria for evaluating alternatives; • Information on the evaluation of alternatives and identification of preferred alternative; • Notice of Open House sessions; • Notice of Draft EAR/IS for Review; • Draft EAR/IS; • Notice of Submission of Final EAR/IS for Review; • Final EAR/IS; • Recorded videos of community presentations; • Other materials that are developed over the course of the EAR/IS preparation period. Public and stakeholder groups will be able to provide comments and feedback on the Draft EAR/IS through the website. The Project Team will ensure that feedback and comments received are incorporated into the Final EAR/IS.
EAR/IS Document Review	Interested public and stakeholders will have an opportunity to review the Draft and Final EAR/IS during the public review periods at the participating municipal offices and public libraries.

10.4.3 Schedule of Consultation Activities

Table 10-8 below outlines the EA milestones, the associated consultation activity and proposed timeframe. It should be noted that this schedule is subject to change based on actual study progress and the availability of Indigenous communities to meet with the Project Team and challenges related to the current COVID-19 pandemic crisis.

Table 10-8: EA Consultation Milestones

Regulatory Milestone/Activity	Consultation Activity	Outcome	Schedule (2020 - 2022)
Notice of Commencement of EA			**November 2020**
	• Circulate Notice of Commencement of EA • Letter to Chiefs and Councils • Meet Chiefs and Councils	• Identify interest to participate • Consolidate/update initial Stakeholder Contact List	

Regulatory Milestone/Activity	Consultation Activity	Outcome	Schedule (2020 - 2022)
Baseline Data Collection, Identification of of Alternatives			**November 2020 – February 2021**
	• Indigenous Community meetings to introduce the Project and seek input on alternatives • Off-Reserve Community meeting • Non-Indigenous communities, public and stakeholder open house (Thunder Bay) • Website • Monthly Newsletters (to be posted on the Website) • Distribution of EAR materials (e.g., presentation slide deck, fact sheets)	• Input to Work Plans (scope of baseline studies, effects assessment, etc.) • Input to alternatives (e.g., routing, supportive infrastructure – aggregate sources, etc.,) • Input to criteria and indicators • Input to baseline information. Share Indigenous Knowledge to characterize existing conditions and identify project area features and resources that are of value to the community	
Evaluation of Alternatives and Preliminary Effects Assessment			**March 2021 – November 2021**
	• Indigenous Community meetings to evaluate alternatives • Website • Monthly Newsletters (to be posted on Website) • Circulation of EA materials	• Input to evaluation of alternatives • Input to effects assessment, including mitigation and monitoring • Incorporae Indigenous Knowledge obtained into effects assessment	
Review of Draft EAR/IS			**December 2021 – February 2022**
	• Indigenous Community meetings to discuss and present the Draft EAR/IS, seek comments on the Draft EAR/IS, and solicit additional information for inclusion in the Final EAR • Non-Indigenous communities, public and stakeholder open house (Thunder Bay)	• Input to evaluation of alternatives • Input to mitigation/protection • Input to net effects assessment • Incorporate Indigenous Knowledge obtained into Final EAR/IS	

Regulatory Milestone/Activity	Consultation Activity	Outcome	Schedule (2020 - 2022)
	• Website • Monthly Newsletters (to be posted on Website) • Circulation of EA materials • Post document at Indigenous community Administration offices and participating municipal offices and libraries (document will be provided via email; hardcopy will be provided upon request) • Follow-up calls to confirm receipt of document	• Respond and address to comments on Draft EAR/IS • Update Stakeholder Contact List for notices on Final EAR/IS	
Review of Final EAR/IS			**April 2022 – July 2022**
	• Circulate Notice of Submission of Final EAR/IS • Letter to Chiefs and Councils • Website • Monthly Newsletters (to be posted on Website) • Distribution of EA materials • Post document at Indigenous community Administration offices and participating municipal offices and libraries (document will be provided via email; hardcopy will be provided upon request) • Indigenous community meetings, upon request or as necessary to resolve issues • Follow-up calls to confirm receipt of document	• Receive comments on EAR/IS • Prepare responses to comments on EAR/IS	

10.5 Record of Consultation

The EA study will maintain and augment the Record of Consultation developed during the Terms of Reference phase of the Project.

The Record of Consultation is a self-standing document that supports the EA study. It will document all Indigenous, government, stakeholder and public and communication and engagement activities undertaken, and it will include all concerns and issues that are raised during the EA study, and any responses, resolutions, agreements and commitments. However, where comments influence the preferred

alternative or commitments to mitigation and monitoring/reporting, they will be addressed in relevant sections of the EAR/IS. Other comments relating to the project will be addressed in the Consultation Section of the EAR/IS and the Record of Consultation, summarizing the comments and the responses provided.

The consultation log will be updated to reflect each communication and engagement/consultation activity. A copy of the aggregate consultation record of all communication activities will be provided to regulators as required by the regulator and each Indigenous community will be provided with a copy of the Record of Consultation pertaining to that community, concurrent with the submission to regulators. The consultation database includes the following information relating to each engagement and consultation event or activity:

- Date on which the communication, event or activity occurred;
- Method of communication (e.g., letter, email, phone call, face-to-face);
- Identification of initiator and recipient of communication or, in the case of a meeting, organizer and participants attending the meeting;
- Copy of or link to communication in the case of written communication, as well as copy of/or link to any other relevant documentation provided or generated as part of the communication, including all information provided to fulfill regulatory requirements, notices for community meetings, and draft versions of all materials prepared for the EA;
- Summary of communication or, in the case of a meeting, meeting notes; and
- Identification of issues raised or discussed and any follow-up action or undertaking and status of the issue (e.g., outstanding, addressed/resolved).

11 Flexibility to Accommodate New Circumstances

The Project, as described within this ToR, is based upon a conceptual level of design information, and does not represent the final design, location and scope of the proposed undertaking. Therefore, the proposed project presented in this ToR by WFN should be viewed as a preliminary description, which is subject to change as the Project evolves during preparation of the EA, based on the results of ongoing engineering design, the results of baseline characterization and effects assessment, and the results of engagement/consultation with Indigenous communities, government ministries and agencies, the public, stakeholders and other affected and interested parties. These factors could result in the alteration of technically and economically feasible alternative methods of carrying out the Project, including the alignment of the road corridor identified during the ToR phase, before the proposed or final undertaking (i.e., the Project) is confirmed and presented in the EAR/IS.

In accordance with subsection 6.1(1) of the EA Act, WFN recognizes that the EA and the associated EAR/IS must be conducted/prepared in accordance with the approved ToR. Notwithstanding, WFN is aware that unforeseen circumstances may arise that could prevent the commitments in the ToR from being met. As such, flexibility has been incorporated into this ToR, where appropriate, to accommodate new circumstances or issues/concerns that may arise as the EA progresses and the design advances for the Project. In this regard, it is understood that certain aspects of the ToR may be adjusted without the need to re-start the provincial EA process. For this reason, the ToR has not committed to the precise route or alignment for the 35 m wide all-season road corridor within the preferred 2 km wide corridor.

For the purposes of preparing this ToR, flexibility is defined to include a minor variation or modification to the ToR itself, such as a change in engagement methods with Indigenous communities, baseline environment characterization methods, effects assessment methods, and refinements to the study area(s) or environmental factors, criteria and indicators to measure change (i.e., environmental components valued by WFN and other Indigenous communities). For example, through engagement with Indigenous communities and participating regulatory bodies during the EA, it may be necessary, advisable or beneficial to change the local or regional study area boundaries for collection of additional Indigenous Knowledge or scientific data. Therefore, to provide flexibility, the ToR has not established detailed existing conditions or a full suite of potential environmental effects, as these will be determined during the EA process and presented in the EAR/IS.

Any proposed minor modifications to the ToR will be discussed with MECP prior to proceeding with the change.

11.1 Dispute Resolution Strategy

Consultation and engagement with Indigenous communities and federal/provincial ministries and agencies is expected to be ongoing throughout the EA and into the implementation phase for the Project. All comments and input received from Indigenous communities, the public, government ministries and agencies and stakeholders will be documented in a summary table and included in the EAR/IS and in the detailed stand-alone Record of Consultation. The summary table will provide a response to each issue and how the issue was addressed. Where resolution of issues has not been possible, this will be noted, along with a record of all attempts to resolve the issue. The EAR/IS will also include a consultation summary and a record of comments received, and how WFN proposes to reasonably address any issues raised, including any agreement on the approach on how to address the issue.

Webequie First Nation will develop a detailed issues resolution strategy during the EA. The consultation and engagement with other Indigenous communities is intended to be an open and respectful process, which offers a means to resolve issues and disputes concerning the EA. Where there are disputes and/or issues that cannot be resolved through discussions, Webequie First Nation would like to maintain its traditional approach to resolving potential disputes as the first step in the process. This traditional approach will involve establishing a community representatives' group, including elders, youth, women and others (to be determined by the community on a case-by-case basis) to share perspectives, understand the issue(s) identified, engage in respectful dialogue and recommend appropriate options. If no resolution can be made, then a conventional dispute resolution process will be used.

12 Other Permits and Approvals

WFN will need to apply for and obtain a number of provincial and federal permits, licences, approvals, authorizations and other forms of clearance prior to the commencement of the Project construction phase. WFN and the authorities having jurisdiction will make efforts to discuss applicable permits/approvals with potentially affected Indigenous communities and other affected parties through the EA process. Depending on the status of consultation efforts through the EA process, additional consultation on permits and approvals may be required following completion of the EA. A summary of these potential permits and approvals is presented in Sections 2.1.4 and 2.1.5 of this ToR and is based on the current concept for the Project. This preliminary list of permits/approvals is not exhaustive and will be refined as the project design is further advanced through the EA, with input provided by applicable authorities.

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Appendix A

Relevant Background Studies, Provincial Plans and Policies

- A.1 Background Studies
- A.2 Provincial Plans and Policies

APPENDIX A.1

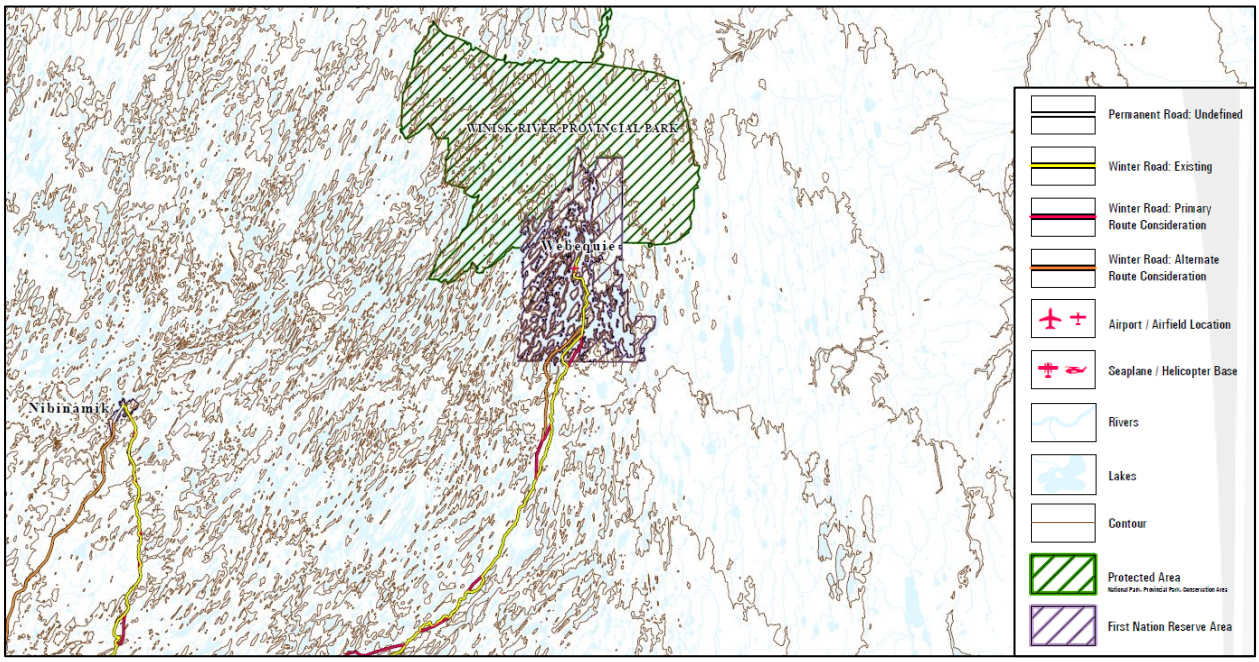
Background Studies

The following studies (summarized in Section 1.3 of this ToR) that have been conducted in the Webequie First Nation/McFaulds Lake region over recent years provide contextual background for the development and analysis of the Webequie Supply Road options. All of these studies have contributed to the inspiration and rationale for the supply road by Webequie First Nation, with the overarching goal being to bring socio-economic opportunities and prosperity to the community.

Winter Road Re-Alignment Study (2008)

On behalf of four First Nations (Marten Falls, Eabametoong, Neskantaga, Nibinamik and Webequie), the Matawa First Nations Tribal Council commissioned a study to examine realigning selected sections winter roads for approximately 200 km, with particular attention to addressing safety, environmental and operational issues related to major water/wetland crossings, steep hills, sharp curves and other deficiencies and sensitivities. **Figure A.1** shows the winter roads under consideration in the vicinity of the Webequie Supply Road study area.

Figure A.1: Matawa Winter Road Realignment Study - Webequie Local Study Area



Source: Winter Road Realignment Study (Draft). Neegan Burnside Ltd., 2008.

The work included the following scope:

- Realignment of the full length of the Marten Falls winter road to follow a route along the east side of the Ogoki River (approximately 120 km);
- Realignment of the existing Eabametoong winter road to circumvent Opikeigen Lake and Ozhiski Lake (approximately 67 km);
- Realignment of the Neskantaga winter road to circumvent the western crossing of Kabania Lake (approximately 13 km);

- An assessment of the improvement needs for the entire winter road systems for all five First Nation communities in the study area (approximately 675 km), including the identification and assessment of additional areas for potential realignment; and
- Consideration of upgrading standards to all-season roads, where applicable.

The study included extensive consultation with the First Nations, regulatory agencies and other stakeholders (e.g., forestry companies and outfitters). Based on the consultation program results and completed assessments, alternative solutions to identified deficiencies in the winter road system included: improvements to winter road standards, (i.e., realignment, widening, crossing improvements), including the development of engineering design criteria related to traffic volumes, operating speeds, lane configuration and vertical and horizontal alignment constraints; or upgrading of the roads to all-season standards (i.e., realignment to higher ground (along eskers); construction of permanent structures at water crossings).

The study results also included cost estimates for the construction of 332 km of winter road realignment, constructed to all-season road standards ($75,000 - $200,000 per kilometre, yielding total costs of $35,754,000 for road work and $16,850,000 for construction of permanent bridge structures).

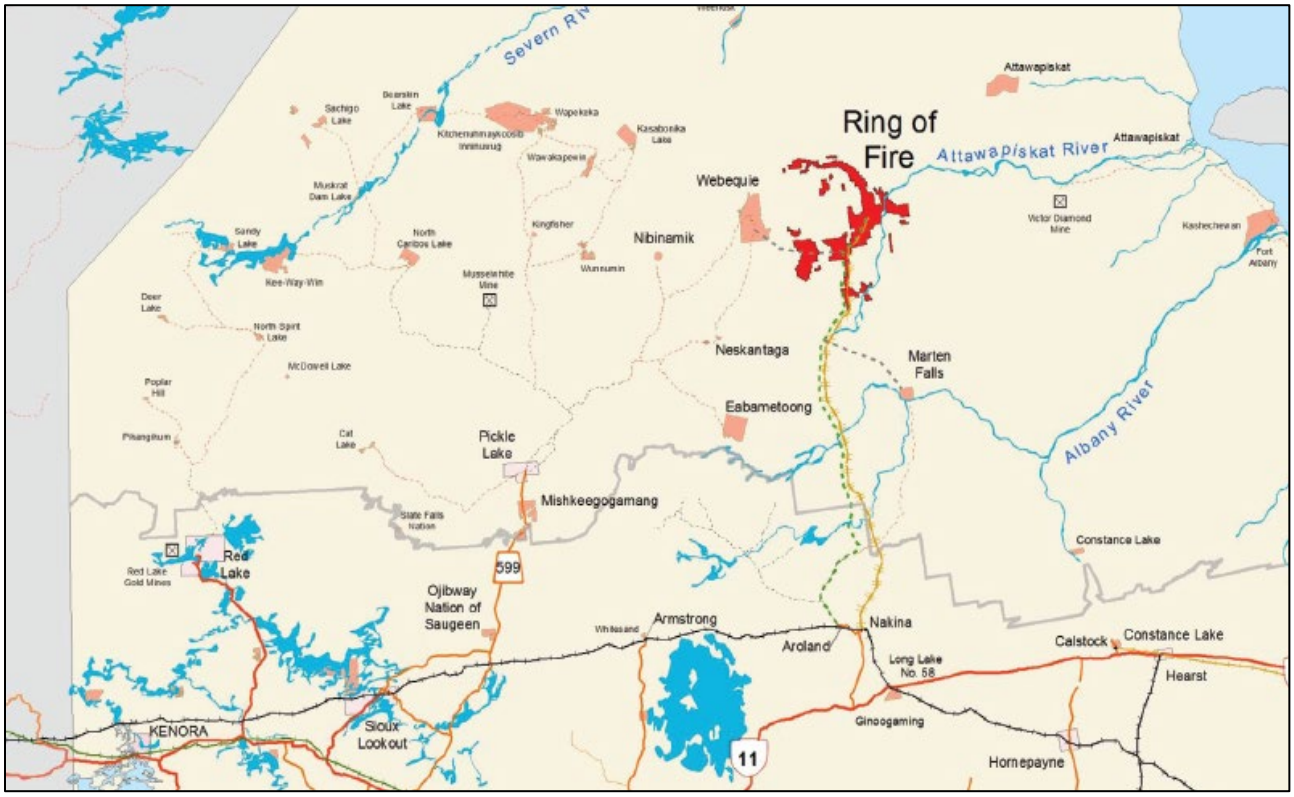
Cliffs Ferroalloys Black Thor Mine Integrated Transportation System (2011)

In 2011, Cliffs Natural Resources, later referred to as Cliffs Ferroalloys (“Cliffs”), announced its intention to move forward with permitting and development of the Black Thor Chromite Mine in the McFaulds Lake Ring of Fire area, a very large and promising mineralized zone proven to contain high grade ferrochrome deposits.

However, by 2015, citing many regulatory, financial and logistical challenges, Cliffs removed itself from further development of their Ring of Fire project. Interests in the Cliffs properties were sold to Noront Resources.

Prior to the sale, Cliffs had conducted a number of studies as part of its coordinated federal-provincial EA process. From those studies, Cliffs developed an Integrated Transportation System (ITS) that optimized all-season road connection of the Black Thor mine assets and facilities with the provincial highway system and the CN Rail system at Highway 584 near Nakina, Ontario (refer to green dashed line in **Figure A.2**).

Figure A.2: Cliffs Ferroalloys Proposed All-Season Road Route to Highway 584 and KWG Resources Proposed Rail/Road Route to Nakina



Source: "Roads, Rail and the Ring of Fire": Commentary No. 7. Northern Policy Institute (October 2015).

The all-season road option was preferred over a heavy rail system from a cost, constructability and First Nations community benefits perspective. The corridor for the all-season road was selected following optimization that minimized constructability challenges, minimized costs, and minimized environmental impacts, while providing potential opportunities for First Nations connection to the provincial highway system at Nakina.

Around the same time, KWG Resources (KWG), a junior mining company also active in the McFaulds Lake area, studied transportation options into the Ring of Fire area and identified a preference for a rail/road link that followed a similar corridor to the Cliffs proposed road corridor. The KWG preferred rail/road option (yellow hatched alignment) is also shown in **Figure A.2**. The KWG rail/road option has never been examined through a provincial or federal environmental assessment process.

Although now in control of the Cliffs Black Thor chromite project, Noront confirmed their selection of an all-season road along the East-West corridor between Highway 599/Pickle Lake Road and their proposed Eagle's Nest copper/silver/gold mine at McFaulds Lake, largely following the existing winter road alignment, for all the reasons discussed above. One of the most important considerations was that the East-West corridor would provide potential for more First Nations to potentially benefit from a connection to the provincial highway system.

From the Webequie First Nation perspective, the preferred ITS selected by Cliffs did not include winter road or all-season road connection to the Webequie First Nation, thereby limiting the potential for the community to transport goods and services between the Webequie Airport and the Black Thor mine; and also limiting the potential for connection to the provincial highway system at Nakina. It should be noted that the Cliffs EA study was not complete when Cliffs sold its interests to Noront Resources. A Webequie connection could very well have been added during the ongoing environmental assessment process (had it continued), as could further negotiations with Webequie regarding their participation and involvement in the Black Thor project.

Noront Resources Eagle's Nest Mine Access Road (2013)

In 2013, Noront Resources prepared a draft federal/provincial Environmental Impact Statement/ Environmental Assessment Report (EIS/EAR) for their proposed Eagle's Nest mine in the McFaulds Lake area, including an examination of alternative road routes and types (e.g., winter, all-season and combined winter/all-season) that would connect the mine to the provincial highway system. The Noront draft EIS/EAR process was not completed. The provincial notice of approval for the Noront EA Terms of Reference for the Eagle's Nest Project included the requirement that Noront re-screen four road corridors before reaching a conclusion on its access road corridor. The draft EIS/EAR for the Noront Eagle's Nest Mine Project was prepared in advance of the approval of the ToR and does not reflect the requirement to re-screen access road corridors. The MECP Environmental Assessment and Permissions Branch did not review the draft EIS/EAR. The WSR Project Team understands that the document was reviewed by federal agencies and comments were returned to Noront. As part of the transition to the new *Impact Assessment Act* on August 28, 2019, the Impact Assessment Agency of Canada issued a Notice of Termination of the federal EA for the Eagle's Nest Project.

The Noront environmental assessment examined access alternatives, as follows:

- Alternative road routes that would connect the mine to the provincial highway system:
  - North-South connection through Nakina via Highway 584;
  - Eastern connection to the DeBeers Victor diamond mine; potential port facilities at the Attawapiskat First Nation; and connection to the James Bay coast winter road, with connection to rail facilities in Moosonee; and
  - East-West connection to the Northern Ontario Resource Trail (NORT) North Road/Pickle Lake Road and Highway 599 near Pickle Lake, Ontario.

This analysis identified few advantages of the Eastern connection to the Attawapiskat First Nation and the James Bay coast winter road over the more significant advantages of the East-West and North-South road options. The comparative analysis of the East-West and North-South alternatives identified the NORT North Road/Pickle Lake/Highway 599 connection near Pickle Lake as the preferred route for several key reasons:

  - Interconnection to a trans-modal transportation facility with rail interconnection, at Savant Lake, for transportation of concentrate to processing facilities located in the south;
  - Overall lower costs and shorter construction period;
  - Potential for several First Nations to connect to the road, providing interconnection to the provincial highway system, the end of geographic isolation and potential economic development opportunities;
  - Fewer major watercourse crossings (lower cost and potential environmental effects); and

- No traversing of provincial parks.

- Alternative road types between Eagle's Nest and NORT North Road/Pickle Lake Road/Highway 599 were considered:
  - All-season road;
  - Combined winter road/all-season road:
    - Winter road connection between Eagle's Nest and Webequie Junction south of the Webequie First Nation;
    - All-season road between Webequie Junction and the NORT North Road/Pickle Lake Road/Highway 599;
    - Slurry pipeline between Eagle's Nest and Webequie Junction to transport concentrate to load-out facilities at Webequie Junction.

An all-season road connecting to the NORT North Road/Pickle Lake Road/Highway 599, and rail interface at a trans-modal load-out facility on the CN Rail corridor on Highway 599 near Savant Lake, Ontario, was selected as the preferred alternative for the following reasons:

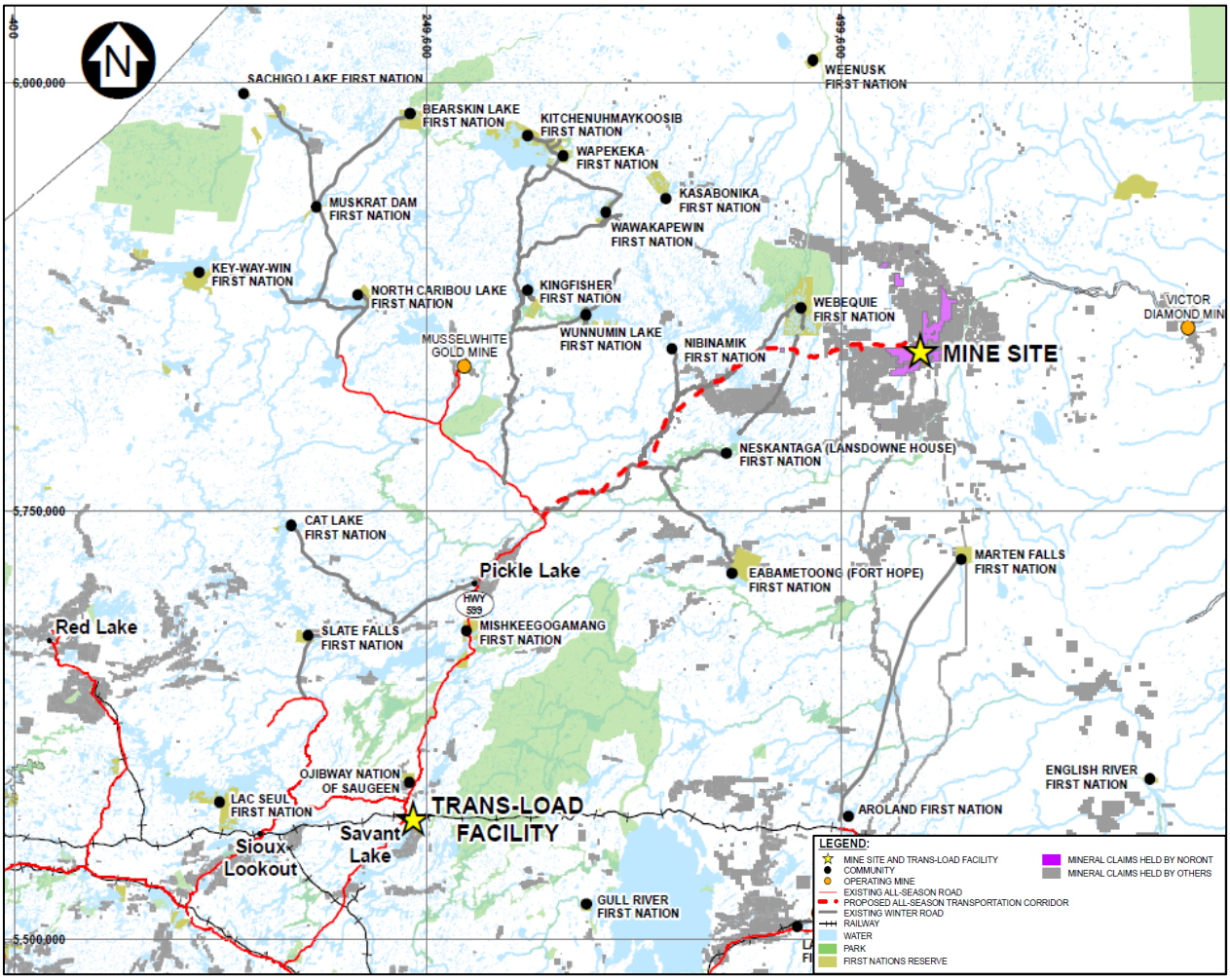
- Capacity to accommodate higher truck traffic volumes along the entire roadway throughout the year than winter road only, or winter road/all-season road combination;
- Lower environmental effects as a result of permanent structures, compared to annual construction disturbance with a winter road; and
- Higher reliability for concentrate haul and the delivery of goods and services.

In identifying route alternatives for the Eagle's Nest mine access road, it was intended to maximize use of existing winter road corridors to minimize additional clearing and environmental effects. The preferred alignment was selected by optimizing constructability, environmental effects and costs. Following the existing winter road alignment, with some revisions to enhance constructability, is considered a significant advantage over the establishment of a new corridor. The preferred all season road corridor identified in the 2013 EIS/EAR is shown on **Figure A.3**.

In addition to providing the least cost, least impact route from Highway 599/Pickle Lake Road into the Eagle's Nest mine site, with the addition of connecting community lateral access roads, the selected mine site access road also provided potential all-season access to the provincial highway system for Webequie First Nation and other First Nations proximate to the proposed road, including the Nibinamik, Neskantaga and Eabametoong First Nations.

From the Webequie First Nation perspective, this corridor provided community benefits. The community would have all-season access to the provincial highway system with the addition of a community lateral connection from the Webequie Junction directly north to the Webequie reserve lands and the airport. In addition, the community would have potential year-round economic development opportunities related to the transportation of goods and services between the Webequie Airport and the Eagle's Nest mining facility.

Figure A.3: Noront 2013 Proposed Eagle's Nest All-Season Transportation Corridor



Source: Noront Eagle's Nest Project Federal/Provincial Environmental Impact Statement/Environmental Assessment Report – Executive Summary (Draft Copy) (Noront, December 20, 2013)

At present, the Noront EA process is on hold until there is more certainty about the development of all-season roads in the region. Noront has advised the WSR Project Team that, when reactivated, the EA will exclude consideration of an all-season road connection to the provincial highway network, as it has been assumed that this will be developed by others based on the Province of Ontario's pledges of funding for infrastructure (mainly roads) in the Ring of Fire area. Details on the current status of Eagle's Nest Mine project, can be found on Noront's website (http://norontresources.com).

All-Season Community Road Study (2016)

Webequie was one of four First Nations that directed the All-Season Community Road Study (ASCRS) that was completed in June 2016. Neskantaga, Nibinamik and Eabametoong were the other participating First Nations. The purpose of this study was to examine options for interconnecting these First Nations communities to the provincial highway system for the purposes of providing community social and economic benefits.

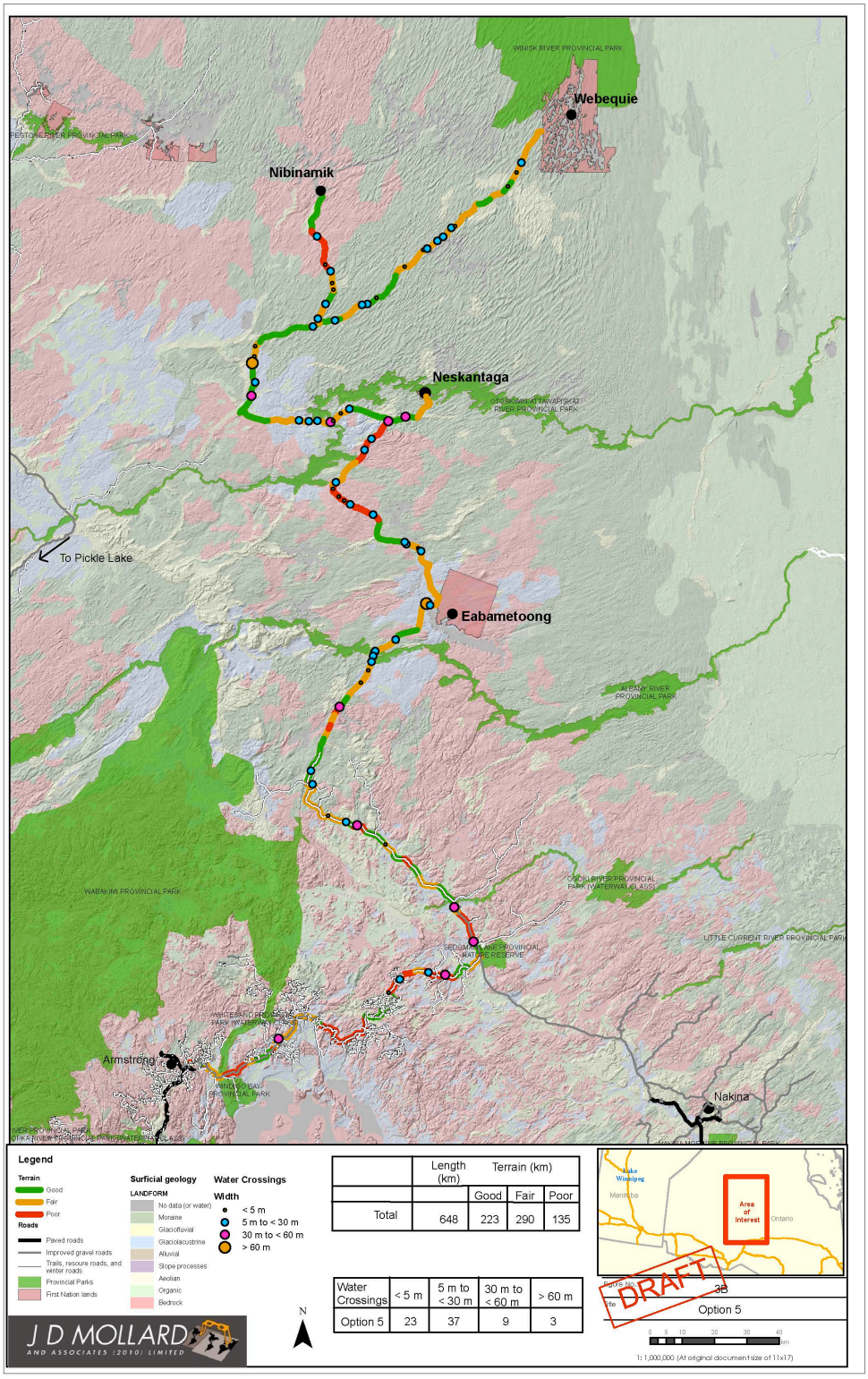
Many alternatives were examined, including those previously preferred by Noront Resources, Cliffs and KWG Resources. In addition to previously identified alternative corridors, the four First Nations chose to examine other alternatives that prioritized inter-community connections, minimized environmental impacts and maximized community benefits.

Following community engagement and multi-criteria assessment, a preferred corridor was identified for further study. The preferred corridor, shown on **Figure A.4**, generally followed an east-west orientation and included input from First Nations land users to avoid areas of cultural and environmental significance.

The preferred corridor/road coming out of the 2016 ASCRS did not connect to the McFaulds Lake area due to unresolved issues and concerns expressed by some participating First Nations about mining development in the Ring of Fire area.

From the Webequie First Nation perspective, the preferred alternative emerging from the 2016 ASCRS provided a number of social and economic benefits to community members as a result of connection to the provincial highway system and interconnection with other First Nations communities. However, there was additional interest in continuing to examine a supply road connection into the McFaulds Lake area, separate from the ASCRS options, and building on studies being conducted by Noront Resources. This connection between Webequie and McFaulds Lake is considered important to Webequie First Nation, as it could provide the community with economic development opportunities and community economic and social benefits above and beyond the benefits of an all-season community road to Pickle Lake.

Figure A.4: All-Season Community Road Study - Preferred Alternative



All-Season Community Road Study – Phase 2 (2017)

In 2017, the Nibinamik and Webequie First Nations continued the ASCRS on their own, to refine the preferred corridor analysis from the previous phase of the study (largely within their own traditional territories) and to continue with community engagement. The ASCRS – Phase 2 investigations involved many discussions with Nibinamik and Webequie land users, elders and youth to refine the corridor centreline and to determine support for an east-west connection to the provincial highway system at the Pickle Lake Road. The Phase 2 study also included more extensive data collection, including field studies and gathering of more Indigenous Knowledge information. This additional information, together with input from community members, was used to identify a refined east-west all-season road corridor, which is has essentially the same purpose (connection of Webequie and Nibinamik to the provincial highway system at Pickle Lake.

In addition to defining a refined corridor, it was determined during Phase 2 that there is reasonably strong support for an all-season community road connection to the provincial highway system, but not clear and full community support for interconnection of the all-season road to mining activity in the McFaulds Lake area.

From the perspective of the Webequie First Nation, there was general community and political support for an all-season community road to the provincial highway system at the Pickle Lake Road. However, there was concern that the discussion of the all-season road did not include an extension from the community eastwards to McFaulds Lake, which was thought to provide potential for economic development opportunities with mine exploration and future mining operations.

Appendix A.2

Provincial Plans and Policies

The table below presents extracts or summarizes statements from provincial planning and policy documents that relate to the relevance of the Webequie Supply Road Project in the context of broader, long-term provincial growth, development and multimodal transportation initiatives in Northern Ontario.

Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
2041 Northern Ontario Multimodal Transportation Strategy (Draft) (MTO and MNDM, 2017) **Goals and [Directions]**	Recognition that there is a uniquely close linkage between transportation and the quality of life and economic vibrancy in northern Ontario; that communities' primary means of access (air travel and winter ice roads) are limited and vulnerable to the impacts of climate change; and that flexible and innovative strategic direction is required to enhance transportation reliability and communications to and from these communities. Vision statement: Northern Ontario's transportation system is responsive to economic, social and environmental needs and change, and is transformative in supporting new economic activity, healthy communities and a cleaner environment. Goal 1: Increase and modernize transportation options to support everyday living and economic activity in northern Ontario. [1.8 - Improve quality of roads outside of the provincial highway network that connect to First Nation communities. Ontario will work with the federal government to address core responsibilities to facilitate future enhancements to these roads where they provide critical access to Indigenous communities, including clarification of jurisdiction, ownership, maintenance requirements and governance/funding for road connections relinquished by businesses; and identification of approaches for greater inclusion of First Nations on procurement of road construction and maintenance contracts for these roads]. [1.9 - In response to the Truth and Reconciliation Commission of Canada's Calls to Action, increase and enhance economic opportunities for Indigenous peoples and businesses in government-related transportation activities, programs and projects, including employment opportunities, procurement activities related to transportation improvements/projects and/or new transportation partnerships]. Goal 3: Work with remote and Far North communities to address unique transportation needs with more reliable connections between communities, and to the all-season ground transportation network. Strategy Directions seek to ensure that residents of remote communities and resource development operations have appropriate transportation options, including exploring and supporting agreed upon alternatives to winter roads, such as all-season roads, and the development of an overarching Far North transportation network plan.

Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
	[3.6 - Collaboratively pursue the expansion of the all-season road network in partnership with interested First Nation communities and other levels of government and partners, and the continued development of smaller individual projects (in planning or in progress), such as access to North Caribou Lake and Marten Falls.]. Goal 4: Anticipate and respond to economic, technological, environmental and social change to link people, resources and businesses. [4.1 - Expand broadband infrastructure in rural and remote communities in northern Ontario to enable enhanced communications for people and transportation providers]. [4.2 - Deliver services remotely through telecommunications or locally when possible, to decrease the need for people to travel]. Goal 5: Create a cleaner and more sustainable transportation system in northern Ontario by reducing GHG and other environmental and human health impacts. This includes working with Indigenous peoples and remote and northern communities to reduce their reliance on diesel by connecting these communities to electricity grids and implementing renewable energy systems. [5.3 - Move towards a more comprehensive approach to climate change risk resiliency in considering impacts and risks associated with climate change when making decisions on transportation infrastructure investments for northern Ontario (e.g., consideration of all-season roads vs continued reliance on winter roads)].
Growth Plan for Northern Ontario (MOI and MNDMF, 2011)	Developed under the Places to Grow Act (2005), this plan applies to the Northern Ontario Growth Plan Area defined by O.Reg. 416/05, including Webequie First Nation territory, but has no force on First Nation reserve lands. It encompasses and recognizes the inter-relationships between economic development, infrastructure investment, labour market and land use components in promulgating provincial government policies for governing growth in Northern Ontario to 2036. It is structured around six theme areas: economy; people; communities; infrastructure; environment; and Aboriginal peoples. The Plan spawned the Northern Multimodal Transportation Strategy, as well as the creation of the Northern Policy Institute and piloting two regional economic development planning areas. Vision: Includes communities connected to each other and the world, offering dynamic and welcoming environments that are attractive to newcomers. Municipalities, Aboriginal communities, governments and industry work together to achieve shared economic, environmental and community goals. Guiding principles include: - Delivering a complete network of transportation, energy, communications, social and learning infrastructure to support strong, vibrant communities; and

Document	Relevant Visions, Priorities, Objectives, Policy Statements and Directions
	- Partnering with Aboriginal peoples to increase educational and employment opportunities. Relevant policies: 2.2.4 The Province will focus economic development efforts, in the form of five-year action plans on 11 existing and emerging priority economic sectors, including the minerals sector and mining supply services, and the distinct competitive advantages that Northern Ontario can offer within these sectors. 2.2.6 The Province will work to attract investment to Northern Ontario by various means, including measures to address barriers to investment, such as information and communications technology infrastructure, energy costs, labour and transportation. 2.3.5 The Province will grow and diversify the digital economy sector by expanding access to information and communications technology infrastructure to address current and future needs of businesses, organizations and private citizens. 2.3.8 Efforts to grow and diversify the minerals sector and mining supply and services should include: expanding the mining supply and services industry; enabling new mining opportunities; facilitating partnerships among communities and industry to optimize community employment and benefits; and facilitating the entry of new participants and entrepreneurs, including Aboriginal businesses, co-operatives and commercial developers.
Ontario's Mineral Development Strategy (MNDM, 2015)	As part of four strategic priorities, keep Ontario's mining industry growing and prosperous by enhancing Aboriginal voices and meaningful participation, and building a highly-skilled workforce. Increase mineral discovery rates by ensuring that mineral sector transportation planning needs are considered in the Northern Ontario Multimodal Transportation Strategy, which identified and prioritized long-term strategic directions for infrastructure across the North. Improve Ontario mining industry competitiveness by making strategic investments in mining and community-related infrastructure with the private sector, Aboriginal partners and other levels of government. Enhance Aboriginal voices and meaningful participation in economic development through implementation of strategies and approaches to ensure that Aboriginal communities share in the benefits from mining and mineral exploration. As a call to action, includes recognition that the industry must take advantage of new opportunities that come with improved infrastructure (such as the supply road link between Webequie and the McFaulds Lake area) to implement the new mineral development strategy.

Appendix B

List of Preliminary Evaluation Criteria and Indicators

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment	Upland Ecosystems, Riparian Ecosystems and Wetlands	Change (hectares - ha) to upland ecosystems, riparian ecosystems and wetlands (not designated as Provincially Significant Wetland (PSW) Ecosystem availability Ecosystem distribution Ecosystem composition	Potential for short-term and long-term effects on upland ecosystems, riparian ecosystems and wetlands Indigenous communities use of vegetation Habitat for wildlife Ecosystem and landscape level biodiversity	• Indigenous consultation and Indigenous Knowledge • Ministry of Natural Resources and Forestry (MNRF) • Natural Heritage Information Centre (NHIC) • Land Information Ontario (LIO) database • Desktop studies • Field studies
	Fish and Fish Habitat • Brook Trout • Northern Pike • Walleye • Lake Sturgeon	Changes to fish and fish habitat Number or area (ha) of waterbodies crossed Fish spawning, nursery or rearing areas (ha) Habitat quantity (ha) Habitat quality Abundance and distribution	Potential for short-term and long-term effects on aquatic habitats Representative recreational species Important harvested species	• Indigenous consultation and Indigenous Knowledge • Field studies • MNRF (Fish ON-line database) • LIO Database • Department of Fisheries and Oceans (DFO) • NHIC • Desktop studies
	Provincial Parks, Conservation Reserves, Areas of Natural and Scientific Interest (ANSIs) or Provincially Significant Wetlands	Number and area (ha) of Provincial Parks, Areas of Natural and Scientific Interest (ANSIs), Conservation Reserves, or Provincially Significant Wetland Area affected	Provincial designation of natural features of value or significance Potential for short-term and long-term effects on natural features	• MNRF • NHIC • LIO database • Desktop studies • Field studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)	Federal or Provincial Species at Risk (SAR) • Bald eagle • Barn swallow • Bank swallow; • Canada warbler • Evening Grosbeak • Common nighthawk • Rusty blackbird • Olive-sided flycatcher • Wolverine • Little brown myotis • Lake sturgeon	Changes to: Habitat availability (i.e., quantity and quality) Habitat distribution (i.e., configuration and connectivity) Survival and reproduction	Federally (*Species At Risk Act*) or provincially (*Endangered Species Act, 2007*) listed species that are afforded protection Important for continued ecological function and diversity of boreal ecosystems Potential for short- and long-term effects on SAR or their habitat	• Indigenous consultation and Indigenous Knowledge • MNRF • NHIC • Committee on the Status of Endangered Wildlife in Canada (COSEWIC) • Species at Risk in Ontario (SARO) list • Committee on the Status of Species at Risk in Ontario (COSSARO) • *Endangered Species Act, 2007* • Desktop studies • Field studies
	• Caribou (Boreal population)	Caribou Species Protection: • Population Size Estimates at the Range Level (e.g., minimum animal count based on available information • Population Trend Estimates at the Range Level • Indirect mortality due to increases in alternate prey sources (moose and deer) leading to increase predication (wolves, bears, etc.) and increased potential for spread of disease (e.g., brainworm) • Indirect impacts due to	Federally (*Species At Risk Act*) or provincially (*Endangered Species Act, 2007*) listed species that are afforded protection Important for continued ecological function and diversity of boreal ecosystems Potential for short- and long-term effects on SAR or their habitat Potential for short-term and long-term effects on caribou habitat	• Indigenous consultation and Indigenous Knowledge • MNRF • NHIC • Committee on the Status of Endangered Wildlife in Canada (COSEWIC) • Species at Risk in Ontario (SARO) list • Committee on the Status of Species at Risk in Ontario (COSSARO) • *Endangered Species Act, 2007* • Desktop studies • Field studies

Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source

Natural Environment (cont'd)		sensory disturbances (e.g. light, sound, vibration, olfactory) within 10 km of the project
		• Incidental mortality due to anthropogenic impacts (e.g. vehicular collisions, increased hunting pressure)
		
		Caribou Habitat Protection:
		• Range Condition
		• Cumulative Disturbances at Range Level
		  ○ Quantify additional disturbance being added to the range (footprint and footprint + 500 metre buffer)
		  ○ Alignment with existing disturbance
		  ○ Length of new linear disturbances
		• Habitat Amount and Arrangement
		• Categorized Habitat at the Sub-range Level
		  ○ Category 1: High Use Area – Nursery Areas Habitat potentially impacted
		  ▪ Number of Nursery Areas within the Range
		  ▪ Number of Nursery Areas potentially impacted by the Project (e.g. how many intersect with
			Representative recreational species
			
			Important harvested species
			
			Indigenous communities traditional use of species
			
			Social/cultural importance to Indigenous communities	

Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		project footprint, are within 2 km, are within 10 km) ▪ Relevant information on that habitat such as average age of forest, condition of forest, etc. for each Nursery Area potentially impacted by the Project ▪ Area (ha) of each Nursery Area potentially being impacted ▪ Area (ha) of each Nursery Area removed by Project ○ Category 1: High Use Area – *Winter Use Areas* potentially impacted ▪ Number of Winter Use Areas within the Range ▪ Number of Winter Use Areas potentially impacted by the Project (e.g., how many intersect with project footprint are within 2 km, are within 10 km) ▪ Relevant information on that habitat, such as average age of forest, condition of		

Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		forest, etc. for each Winter Use Area potentially impacted by the Project ▪ Area (ha) of each Winter Use Area potentially being impacted ▪ Area (ha) of each Winter use Area removed by the Project ○ Category 1: High Use Area – *Travel Corridors* potentially impacted ▪ Number of Travel Corridors within the Range ▪ Number of Travel Corridors potentially impacted by the Project (e.g., how many intersect with project footprint are within 2 km, are within 10 km) ▪ Relevant information on that habitat, such as average age of forest, condition of forest, etc. for each Travel Corridor potentially impacted by the Project ▪ Area (ha) of each Travel Corridor potentially being		

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		impacted ▪ Area (ha) of each Travel Corridor removed by the Project ○ Category 2: Seasonal Ranges impacted • Area (ha) of Seasonal Ranges potentially being impacted • Relevant information on that habitat, such as average age of forest, condition of forest, etc. for Seasonal Ranges potentially impacted by the Project • Area of Seasonal Range removed by Project ○ Category 3: Remaining Areas in the Range impacted ▪ Area (ha) of Remaining Areas in the Range potentially being impacted ▪ Relevant information on that habitat, such as average age of forest, condition of forest, etc. for Remaining Areas in the Range		

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)		▪ potentially impacted by the Project ▪ Area (ha) of Remaining Area in the Range removed by Project		
	Wildlife and Wildlife Habitat	Changes to wildlife and wildlife habitat Area (ha) of wildlife habitat crossed Habitat availability (i.e., quantity and quality) Habitat distribution (i.e., arrangement and connectivity) Survival and reproduction	Potential for short-term and long-term effects on wildlife habitat Social/cultural importance to Indigenous communities	• Indigenous consultation and Indigenous Knowledge • Ontario Reptile and Amphibian Atlas • Bat Conservation International • MNRF • NHIC • Desktop studies • Field studies
	Identified Significant Wildlife Habitat	Area (ha) of significant wildlife habitat crossed or fragmented	Potential for short-term and long-term effects on significant wildlife habitat	• Indigenous consultation and Indigenous Knowledge • MNRF • NHIC • Desktop studies • Field studies • Significant Wildlife Habitat Criteria Schedules for Ecoregion 3E
	Significant Ecological Areas (defined as areas of interest to the MNRF that are ecologically significant and warrant special consideration)	Number and area (ha) of Significant Ecological Areas effected	Potential for short-term and long-term effects on Significant Ecological Areas	• MNRF • NHIC • Desktop studies • Indigenous consultation and Indigenous Knowledge • Field studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)	Migratory Birds	Areas (ha) of migratory bird, feeding habitat and resting areas affected	Potential for short-term and long-term effects on migratory birds and their habitat	• Indigenous consultation and Indigenous Knowledge • NHIC • MNRF - Land Information Ontario geographic data sets • Bird Studies Canada • Ebird • Ontario Breeding Bird Atlas • Environment and Climate Change Canada (ECCC) • Field studies
	Air Quality	Qualitative and quantitative assessment of changes in ambient air quality Vehicle exhaust emissions Dust emissions Greenhouse gas emissions	Sensitivity of human health to air quality Sensitivity of the environment (soils, plants, animals) to air quality	• Indigenous consultation and Indigenous Knowledge • Most current Ontario Ambient Air Quality Criteria published online by MECP • Air Quality Pollutant Concentrations (MECP) • 2019 National Inventory Report (1990-2017): – Greenhouse Sources and Sinks in Canada • National Air Pollution Surveillance Network database
	Noise	Predicted Noise levels – Quantitative and qualitative assessment of changes to noise levels	Sensitivity of wildlife to changes above existing noise levels - sensory disturbance can impact habitat availability, use and connectivity (movement and behaviour), leading to changes in abundance and distribution of terrestrial animals Sensitivity of humans to changes above existing noise	• Indigenous consultation and Indigenous Knowledge • MNRF – LOI database sets • Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning, Publication NPC-300 (MOECC, 2013) • Model Municipal Noise Control By-Law Noise Pollution Control Guideline

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Natural Environment (cont'd)			levels - annoyance to individuals/households/communal uses in community based on noise proximity effects	Construction Equipment, Publication NPC-115 • Equipment list provided by Project engineering team
	Surface Water	Changes to surface water level Changes to surface water quality Changes to surface water quantity (flow)	Potential for short- and long-term effects on surface water Surface water is the freshwater habitat for fish and aquatic organisms Importance to supporting fish, recreational use, navigation of watercraft and aesthetics Importance to human use (drinking water or other consumption)	• Indigenous consultation and Indigenous Knowledge • Ontario Flow Assessment Tool (MNRF) • Provincial (Stream) Water Quality Monitoring Network Data Catalogue (MECP) • Desktop studies • Field studies
	Groundwater	Changes to groundwater flow Changes to groundwater quality Changes to groundwater quantity	Potential for short- and long-term effects on groundwater regime (flow/recharge interference, quality) Importance in the hydrologic cycle Importance to human use (potable drinking water supply quantity and quality, or other consumptive uses)	• Indigenous consultation and Indigenous Knowledge • MNRF • MECP – Well Water Record Database, Permit to Take Water database • MECP – Data Catalogue • Provincial Groundwater Monitoring Network database • Ontario Geological Survey Bedrock and Quaternary Geology maps • Desktop studies • Field studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Socio-Economic Environment	Traditional Land and Resource Uses (hunting, gathering, fishing, trapping)	Changes, disruption (number of sites), or loss (ha) of land areas used intensively for traditional activities by community members Number of fish spawning areas affected Number of quality fish harvesting areas affected Number/area (ha) of seasonal hunting areas affected Number/area (ha) of moose mating areas affected Area (ha) used for harvesting of plants for human consumption effected Number of trap lines affected	Social/cultural/economic importance to Indigenous communities	• Indigenous consultation and Indigenous Knowledge • MNRF • Desktop studies
	Commercial Activities and Labour Market	Employment and training opportunities	Project workforce hiring and procurement could affect employment, income, and training	• Stakeholder engagement • Statistics Canada Census Community Profiles and National Household Survey • Provincial and regional economic development reports • Ministry of Energy, Northern Development and Mines (ENDM) • Business Operators • Desktop studies • First Nations employment skills inventory

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Socio-Economic Environment (cont'd)				• First Nations business inventory
	Housing and Temporary Accommodation	Temporary and permanent changes to local community population Housing demand Housing supply Services and infrastructure demands	Project requirements for worker accommodation during construction may result in temporary in-migration and increased demand for housing	• Indigenous consultation and Indigenous Knowledge • Statistics Canada Census Community Profiles and National Household Survey • Municipal and provincial government websites • Stakeholder engagement • Business Operators • Desktop studies
	Community Health and Well-being	Nuisance effects Changes in levels of public safety Changes in human health	Potential for nuisance effects, such as noise and air quality, affecting Webequie community Well-being, inclusive of public safety, is a central value for Indigenous communities and land users Potential for Project activities to affect public safety – vehicle/pedestrian collisions Potential for increase in rates of addiction/substance abuse	• Indigenous consultation and Traditional • Knowledge • Stakeholder engagement • Business Operators • Desktop studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Socio-Economic Environment (cont'd)	Mineral and Aggregate Resources	Area (ha) of significant aggregate deposits affected Area (ha) of mines within the study area affected Number of mining claims within the study area affected Area of pits/quarries (ha) within the study area affected	Potential effects on existing aggregate deposits (depletion of, access to) Potential effects on mining operations Potential effects on the mineral exploration industry Potential for uncontrolled access to areas of mineral exploration	• ENDM • MNRF • Ontario's Land Information Directory (OLID) database • Owners • Desktop studies • Indigenous consultation and Indigenous Knowledge
	Recreational Activities (camps, trails, outfitters, movement of small watercraft)	Number/type of activities affected	Of importance to communities to identify, maintain and protect recreational features and pursuits Potential for increased access to traditional lands for non-Indigenous recreation and harvesting	• Indigenous consultation and Indigenous Knowledge • MNRF • Business Operators • Desktop studies
	Provincial Parks, Areas of Natural and Scientific Interest (ANSIs) or Conservation Reserves	Number and area (ha) of Provincial Parks, Areas of Natural and Scientific Interest (ANSIs) or Conservation Reserves affected	Parks and protected areas have social, recreational, environmental and health/ well-being values to communities and users	• Indigenous consultation and Indigenous Knowledge • MNRF • Business Operators • Desktop studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Cultural Environment	Aboriginal and Treaty Rights and Interests	Changes in preferred harvested species Changes to, or restrictions on, preferred harvesting methods Changes to quantity and quality of cultural use and spiritual locations and access Changes in the experience of lands and resources for cultural purposes	Aboriginal Rights, Treaty Rights, and interests in and current use of lands and resources for cultural purposes (e.g., hunting, trapping, fishing, agriculture, use of plants) are important to Indigenous communities and individuals	• Indigenous consultation and Indigenous Knowledge • Treaty 9 • MECP • MNRF • ENDM • Indigenous Services Canada • Desktop studies
	Archaeological Resources	Number and/or area of artifacts, archaeological sites and marine archaeological sites, as defined in the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*	Archaeological remains or artifacts are a non-renewable resource that could be affected by project activities Cultural and spiritual importance to Indigenous communities Archaeological sites are protected under the *Ontario Heritage Act*	• Indigenous consultation and Indigenous Knowledge • Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) - Ontario Archaeological Sites Database • Existing archaeological assessments/reports • Desktop studies

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Cultural Environment (cont'd)	Built Heritage Resources and Cultural Heritage Landscapes	Number and type of known and potential built heritage resources and/or cultural heritage landscapes; including those identified by non-Indigenous and Indigenous communities	Built heritage and cultural heritage landscapes are a non-renewable resource that could be affected by project activities Built heritage resources and cultural landscapes, including those that may have spiritual and symbolic meaning for Canadians and Indigenous communities Built heritage resources and landscapes are protected under the *Ontario Heritage Act*	• Indigenous consultation and Indigenous Knowledge • Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) database • Existing built heritage and cultural landscape assessments/reports • Desktop studies
	Burial Sites	The identification and evaluation of burial sites are based upon investigations and fieldwork undertaken in accordance with the *Ontario Heritage Act and* the *Funeral, Burial and Cremation Services Act*	Burial sites are afforded protection under the *Funeral, Burial and Cremation Services Act*	• Indigenous consultation and Indigenous Knowledge • Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) database

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Environment Factor	Criterion	Indicators	Rationale for Selection of Indicators	Data Source
Technical Considerations	Safety and Reliability	Conformance of road to provincial road safety standards and ability to provide reliability for users	Safety and reliability are primary technical and socio-economic concerns for Webequie community and mineral exploration/development sector users	• Indigenous consultation and Indigenous Knowledge • Ministry of Transportation (MTO) • Canadian Highway Bridge Design Code • Transportation Association of Canada (TAC) - Geometric Design Standards • Desktop and engineering studies
	Constructability	Terrain and soil stability Local design considerations	Constructability is a key technical consideration for the Project due to the remote nature of study area	• Engineering and design standards for roads • Environmental agencies' guidelines and regulations
	Cost	Construction capital costs Operations and maintenance cost Length (km) of all-season road	Providing value and cost-effective road to WFN and Province is considered a significant technical consideration	• Industry engineering design, construction and operation/maintenance standards and guidelines • MTO • TAC
	Location of Supportive Infrastructure (aggregate supply areas, camps, laydown/storage yards, access roads)	Proximity/distance (km) to corridor of aggregate source sites, including quality of aggregate deposits Capability to support viable temporary construction camps Constraints to haulage/movement of materials and equipment Length (km) of temporary and permanent access roads	Location of supportive infrastructure informs constructability, construction budget, and operations and maintenance costs	• Indigenous consultation and Indigenous Knowledge • Industry engineering design, construction and operation/maintenance standards and guidelines • MTO • TAC

Appendix C

Summary of Commitments Made During Terms of Reference Phase

Summary of Commitments Made During Terms of Reference Phase				
Item No.	**Record of Consultation (RoC) Reference**	**Comment Received**	**Webequie First Nation Commitment**	**Commitment Status**
Indigenous Community/Group – Aroland First Nation				
1.	Appendix F Table F-1 **AFN-1**	"Our concerns include potential for direct impacts to our community and traditional territory that would result from connection of the Project to the provincial highway system, as well as the potential for cumulative effects that would result from additional road and mining developments in the region."	Concerns related to the potential impacts of the Project that would result from additional road connections and mining developments in the region will be addressed as part of the cumulative effects assessment.	In progress
2.	Appendix F Table F-1 **AFN-5**	"Therefore, "alternative methods" to be examined during the EA for carrying out the Undertaking will need to include "alternative methods" for facilitating an all-season road connection from Webequie First Nation to the provincial highway system in conjunction with the Webequie Supply Road Project, including a "do nothing" alternative method."	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
3.	Appendix F Table F-1 **AFN-8**	"…"alternative methods" to be examined during the EA for carrying out the Undertaking will need to include "alternative methods" for facilitating an all-season road connection from Webequie First Nation to the provincial highway system in conjunction with the Webequie Supply Road Project, including a "do nothing" alternative method and alternative methods for connections between the Supply Road."	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
4.	Appendix F Table F-1 **AFN-9**	"…Therefore, the identification of alternative road and assessment of alternatives for an all-season road connection from the Webequie Supply Road Project to the provincial highway system must be carried forward for assessment in the EA."	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
5.	Appendix F Table F-1 **AFN-11**	"The Proponent makes it clear in the Draft ToR that study of alternative connections between the Webequie Supply Road and the provincial highway system are well underway and being actively considered."	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
6.	Appendix F Table F-1 **AFN-12**	"This alternatives assessment for determining a preferred supply road corridor should be carried forward into the EA and be inclusive of consideration of alternatives for an all-season road connection from the Webequie Supply Road Project to the provincial highway system."	As part of the cumulative effects assessment, the EA will recognize and include an all-season road connection to the provincial highway system, as well as mining and other future developments in the region that may be reasonably expected to occur and interact with the WSR.	In progress
7.	Appendix F Table F-1 **AFN-13**	"The terrain mapping and geotechnical assessment may need to be carried forward into the EA phase depending on the outcome of the alternative methods analysis..."	Terrain mapping and geotechnical assessment will be conducted during the EA phase.	In progress
8.	Appendix F Table F-1 **AFN-14**	"The Regional Study Area must be inclusive of the range of impacts associated with the alternative all-season road connections from the Webequie Supply Road to the provincial highway system, inclusive of environmental, social, economic and cumulative impacts directly and indirectly related to the existence of a supply road connected to the Ring of Fire mining area that will facilitate development of the Ring of Fire mining area, and transportation of materials, supplies and people to and from the Ring of Fire mining area."	A work plan for cumulative effects assessment will be developed at the outside of the EA.	In progress
9.	Appendix F Table F-1 **AFN-16**	"…Aroland First Nation musts be included in the assessment of project impacts, and cumulative impacts."	Aroland First Nation will be included in the assessment of project impacts and cumulative impacts.	In progress
10.	Appendix F Table F-1 **AFN-17**	"The preliminary list of potential socio- economic effects is insufficient to characterize the potential socio-economic effects that may be experienced by Aroland First Nation and its community members."	A full range of direct and indirect impacts of the WSR will be assessed in the EA. The WSR Project Team encourages Aroland First Nation to engage and discuss potential direct and indirect impacts.	In progress
11.	Appendix F Table F-1 **AFN-18**	"Aroland First Nation stands to be significantly impacted by the Project and should be engaged/consulted."	Aroland First Nation will be included in the assessment of project impacts and cumulative impacts.	In progress
12.	Appendix F Table F-1 **AFN-20**	"As such, the Noront Eagle's Nest Multi-metal Mine can be classified as a "reasonably foreseeable" project due to the existence of extensive baseline data, effects assessment and public media announcements."	The cumulative effects assessment will include Noront Eagle's Nest Mine as a "reasonably foreseeable" project.	In progress
Indigenous Community/Group – Mushkegowuk Council				
13.	Appendix F Table F-4 **MUC-4**	*"*We will require a detailed breakdown of how volume and weight of vehicles are obtained. In addition, this subsection gives no consideration to the road design as a potential barrier to caribou or other large mammal movements.*"*	The specific traffic mix (%) of heavy vehicles (e.g., trucks) versus light vehicles will be further examined in the EA.	In progress

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			The current ToR provides the basis for designing the road. It is acknowledged that, given the soil and terrain in the James Bay Lowlands, caribou and other large mammals will likely have to cross the proposed supply road. The potential for related adverse effects and measures for reducing such potential will be examined during the EA phase. To date, baseline studies to inform this assessment have included winter aerial surveys to determine location and movement, and summer calving surveys in the vicinity of the preliminary preferred road corridor (refer to Section 6.2.3). Additional investigations will include an analysis of projected animal crossing locations and a determination of the most appropriate means of reducing the potential for animal-vehicle collisions.	
14.	Appendix F Table F-5 **MUC-5**	"Mushkegowuk Council recommends adding the review and analysis of caribou crossing data with western science and traditional knowledge experts to determine appropriate mitigation measures such as sloping, grain size and top-dressing. The completed study is to be reviewed by all directly and indirectly impacted First Nations communities so that concerns be addressed and taken into considerations for the road design. Moreover, the road impacts must be monitored during all phases of the said project, including maintenance, closure or decommissioning phases by a terrestrial advisory group comprised of impacted First Nations community harvesters, land users, regulatory officials and Proponent. Mushkegowuk Council has aquatic environment concerns and to this end, Mushkegowuk recommends that the Proponent includes the following component: "To provide baseline monthly methylmercury concentrations for an entire year prior to commencing any work related to the said project." *Also, include the following activity:* "Monitor and report to the terrestrial advisory group, methylmercury and impacts to fish on a monthly basis for all phases of the project, including the decommissioning or closure phase."	Related study results will be included in the EA documentation for review by Indigenous communities as part of the draft and final Environmental Assessment Report/Impact Statement. Input from those reviews will help inform Detail Design of the supply road, as appropriate. Mitigation, environmental protection planning and pre-construction/construction/operations phase monitoring requirements and initiatives (including water quality and fish community monitoring) and prospective participants will be identified as part of the EA.	In progress
15.	Appendix F Table F-5 **MUC-6**	"The Proponent proposes discussions between Indigenous communities during the construction phase."	Engagement with individual First Nation communities and groups, including land users and regulators, with respect to construction is an important aspect of EA engagement. Consideration of how engagement is conducted during the construction phase is to be determined.	In progress
16.	Appendix F Table F-5 **MUC-8**	"Mushkegowuk is concerned that no information about WSR's operational funding is forthcoming. Sufficient funding is required to ensure the safe operations of this Project in the ecological sensitive region of the James Bay Lowlands."	The EA will provide further rationale as to the purpose for the Project.	In progress
17.	Appendix F Table F-5 **MUC-9**	"Mushkegowuk requests the first stated primary objective in Section 5.1.1 be entirely deleted. Mushkegowuk recommends adding the Do nothing alternative to be considered in the Terms of Reference. In addition, please add the Do nothing alternatives in subsection 5.1.1.6. and delete the last paragraph of this subsection in its entirety, beginning with "Therefore, in keeping…."."" "WFN has <u>not</u> consulted with down-muskeg and downstream coastal First Nations communities. Accordingly, all questions offered to adjacent First Nations for their consideration were for most part, upstream First Nations thereby excluding downstream and down muskeg responses."	The ToR includes an assessment of alternatives to the Undertaking, including the Do nothing option. Both Section 5.1.1.6 and Section 5.6 commit to carrying the Do nothing alternative forward as a comparator in the EA study for the purposes of assessing the overall advantages and disadvantages of proceeding with the preferred method of implementing the Project. Throughout the Terms of Reference and EA, WFN is committed to engaging with potentially affected Mushkegowuk First Nation communities (initially identified as Attawapiskat First Nation, Fort Albany First Nation and Kashechewan First Nation – refer also to Response MUC-3). This process is ongoing as we seek to meet with each individual FN community at their availability.	In progress
18.	Appendix F Table F-5 **MUC-10**	"We suggest additional consideration be brought forward regarding the possible impacts arising from variability of water table levels leading to increased levels of methylmercury. Water table levels do change in mining dewatering activities and other types of excavation associated with linear infrastructure such as roads."	Potential effects to groundwater quality, flow and quantity as a result of the Project and its interaction with other components such as the aquatic environment or surface water will be examined in the EA.	In progress
19.	Appendix F Table F-5 **MUC-11**	"Mushkegowuk underscores this WSR project <u>should not proceed</u> as a separate project from the Noront EA because information gaps of the intended mining activities at Eagle's Nest are and will be significant."	As part of a cumulative effects assessment, the WSR EA study will include consideration of the Noront mining activities, as well as other existing and future developments in the region that may reasonably be expected to occur and interact with the WSR Project.	In progress
20.	Appendix F Table F-5 **MUC-18**	"Mushkegowuk recommends the Proponent prepare an Air Quality and Dustfall Monitoring Plan with dustfall sampling methods and reporting for review by all impacted indigenous communities through the suggested terrestrial advisory group. Also, provide sampling	The comments regarding potential effects to air quality and wildlife related to dust, diesel/gas emissions have been considered and are reflected in the revised Section 7.1.4 and Section 7.1.8 of the ToR. And will be examined in the EA.	In progress

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		methodology of air pollutants and compare with existing Nunavut air quality standards (as opposed to Ontario Ambient Air Quality Criteria which is not adapted for this subarctic region) along with ECCC recommended federal targets. Also, please amend to include an ecological risk assessment to consider ingestion of contaminants of dust and other air pollutants as a pathway for all wildlife, including the caribou and other species at risk.*"*		
21.	Appendix F Table F-5 **MUC-24**	*"*Add the following indicator to the Community Health and Well-being: "Changes to the volume and type of waste in the community landfill including hazardous waste materials, such as fuel cans, batteries, tires, vehicles". Also, please add the following indicator to the Community Health and Well-being: "level of methylmercury in fish in the downstream rivers".*"*	Socio-Economic Indicators have been included in Section 8.3.1 as per comment received and will carried forward to the EA.	In progress
22.	Appendix F Table F-5 **MUC-25**	Mushkegowuk recommends that the Proponent consults with potentially impacted First Nations for its monitoring framework and monitoring plans	Monitoring frameworks and monitoring plans are a critical component of any EA. It is expected that the WSR EA will address and engage on monitoring for all phases of the project.	In progress
23.	Appendix F Table F-5 **MUC-26**	*"*Please add to Indigenous communities (and we suggest organizations) requiring deepest and most frequent engagement / consultation: "Mushkegowuk Council".*"*	WFN will follow-up Mushkegowuk Council to further understand their role and objectives in representing their member communities.	In progress
Indigenous Community/Group – Neskantaga First Nation				
24.	Appendix F Table F-5 **NFN-4**	*"***Request.** Please provide Neskantaga with a copy of the consultation report template. Please provide Neskantaga with copies of the Neskantaga consultation reports to date.*"*	A Record of Consultation for the ToR phase will be provided as supporting documentation with the final ToR, which will be available for review during the mandatory public review process for the ToR phase.	In progress
25.	Appendix F Table F-5 **NFN-7**	**"Request.** Is Webequie prepared to negotiate a Supply Road impact and benefit agreement with Neskantaga?*"*	The extent to which the project is expected to result in benefits will be discussed through the engagement and consultation process during the EA.	In progress
26.	Appendix F Table F-5 **NFN-8**	*"*Neskantaga's view is that the Crown's EA processes, as currently designed, are not adequate to undertake the cumulative effects assessment required to address these issues. A parallel process to address cumulative effects needs to be undertaken, with full Matawa First Nations' involvement. The ToR must address this issue of an effective, fulsome cumulative effects assessment.*"*	The ToR has committed in Section 6.5 to the development of work plans for select environmental components at the outset of the EA, which will include preparing a work plan for assessing cumulative effects. The work plan for the cumulative effects assessment will be defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders. The Webequie Project Team will consider the request to establish a joint technical working group with Indigenous communities to provide input to the work plan.	In progress
27.	Appendix F Table F-5 **NFN-11**	*"***Request.** Going forward the results of baseline studies should be summarized and presented to Neskantaga in clear, non-technical language.*"*	Environmental Baseline Studies will be available at release of the Draft EAR/IS report. Summaries in non-technical language can be provided.	In progress
28.	Appendix F Table F-5 **NFN-13**	*"***Requests.** Has Webequie developed a Business Case for the Supply road? If so, please provide a copy or summary to Neskantaga? Has ENDM and/ or Infrastructure Ontario reviewed the Webequie business case for the Supply Road? What were the conclusions of the Ontario review? What external funding sources and mechanism is Webequie considering for the Supply road?*"*	A business case for the Project and sources of funding have not been explored in any detail at this stage. Funding sources and the economic viability of the Project will be further explored in subsequent stages of project development. The EA will provide further rationale as to the purpose for the Project.	In progress
29.	Appendix F Table F-5 **NFN-14**	*"*Requests. The 2016 Hatch Technical Review of Industrial transportation Infrastructure proposals for MNDM estimated the capital costs for the Noront E/W road at $2.4M per km.*"*	The preliminary estimated capital cost presented in the ToR is considered an indicative cost estimate for the Webequie Supply Road Project. The preliminary capital cost for the Project will be further examined and refined as part of the EA process.	In progress
30.	Appendix F Table F-5 **NFN-16**	*"* **Comment.** Neskantaga has strong family ties to the project area since time out of mind. The project directly impacts Neskantaga traplines and falls within Neskantaga's Area of Interest. Neskantaga has a sacred, legal obligation to protect, defend and steward the water, land, air, and resources of our territory. From Neskantaga's perspective, we are uniquely vulnerable to the impact of the Supply Road and induced development of the entire Ring of Fire region, and will bear the burden of significant risks arising from the roads and mines.*"*	Webequie First Nation understands the interests of Neskantaga First Nation in the territories shared with Webequie. Webequie First Nation also understands there could be potential effects of the WSR on Neskantaga community members. These will be examined in detail in the EA and through EA engagement.	In progress

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31.	Appendix F Table F-5 **NFN-18**	"**Request.** Will Webequie pursue a consensus-based approach within the existing decision-making processes of Ontario and the Neskantaga First Nation under the Relational Tier Approach? Would Webequie consider creating a joint body with the Matawa remote First Nations to seek to reach consensus on the EA recommendations?"	Webequie First Nation intends to conduct engagement with all Indigenous communities, organizations, groups, etc. that are interested in participating in the EA.	In progress
32.	Appendix F Table F-5 **NFN-20**	"**Requests.** Please provide Neskantaga with summaries of the meetings held to date with the EA Coordination team. Would the EA Coordination team consider meeting with Neskantaga to discuss the coordination process and a potential role for Neskantaga in the process?"	WFN will follow up with Neskantaga to discuss their areas of interest and protocols for Webequie to engage and consult with Neskantaga.	In progress
Indigenous Community/Group – Attawapiskat First Nation				
33.	Appendix F Table F-8 **AtFN-2**	"The draft ToR does not address the cumulative effects of this project from future development in the Ring of Fire. Only the immediate impacts of the project are being considered. Missing is a way of rigorously analyzing development scenarios and their anticipated cumulative effects. The draft ToR makes it clear that this project is being contemplated in connection with an all-season road between Webequie and the provincial highway system. Roads are well known to invite cumulative effects. In fact, the draft ToR states that increased mineral exploration " is considered an important and long-term economic opportunity by the Webequie First Nation," and that increased mineral exploration is a way of realizing the social and economic benefits of the project (p. 130). If the Webequie Supply Road is approved and built, it will create enormous pressure for the building of further roads and transmission lines. The industrialization of the western portion of Attawapiskat First Nation territory will have far-reaching regional impacts on the environment that supports our way of life. Our community must be able to explore the consequences of alternate future development scenarios and identify a preferred future, thereby setting limits to development and the downstream impacts to our territory." "As currently drafted, the ToR does not take into account the multiple spatial and temporal scales at which this project impacts the lands and waters. The proposed evaluation criteria and indicators focus on individual species and habitat types. We require that the environmental assessment includes a consideration of relationships between species, including predator / prey dynamics (such as those impacting caribou and moose) and relationships between habitats (including terrestrial/aquatic). Also lacking is any consideration of how the interactive impacts of the Webequie Supply Road and climate change will be evaluated."	The EA study will include a cumulative effects assessment, including the significance of net effects from the Project that overlap temporally and spatially with effects from all present and reasonably foreseeable developments and activities. The text on cumulative effects has been expanded through the addition of Section 8.1 to the ToR. The ToR has committed in Section 6.5 to the development of work plans for select environmental components at the outset of the EA, which will include preparing a work plan for assessing cumulative effects. The work plan for the cumulative effects assessment will be defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders. The criteria, indicators and evaluation methods will be further developed, refined and finalized during the EA process in consultation with Indigenous communities, government agencies, the public and any other interested persons or groups.	In progress
34.	Appendix F Table F-8 **AtFN-7**	"The list of "detailed technical investigations" proposed for the EA includes "Indigenous knowledge" and "Indigenous land and resource use" as two of the categories to be documented. Attawapiskat First Nation requests that our Indigenous knowledge and our land and resource uses be integrated into the documentation and analysis associated with the other categories, such as "Vegetation and Wet lands," "Wildlife," "Groundwater," "Surface Water," "Socio-economic Environment" and others. Our Indigenous knowledge should inform the EA's understanding of baseline conditions, predicted environmental and socio-economic imp acts, and the significance of these predicted impacts. Indigenous knowledge can also inform the types of technical investigations that need to be completed to respond to the questions and concerns of our land users."	We will incorporate Attawapiskat First Nation's Indigenous Knowledge and land and resource uses into the documentation and analysis associated with the other categories, where Attawapiskat is prepared to share Indigenous Knowledge with the Webequie Project Team.	In progress
35.	Appendix F Table F-8 **AtFN-9**	The ToR section addressing design criteria states that ditches will be sized for a 25-year storm return period, and culverts at watercourse crossings for a 100-year storm return period. Are these sizes sufficient to handle potentially more frequent/larger storm returns as a result of climate change?	All roadside ditches will be sized for the 10-year Minor System Design Flow and a minimum 100-year Major System Design Flow in accordance with MTO Drainage Standards. As part of the EA, the effects of climate change on the Project will be examined, including drainage design with respect to the sizing and type of structures at waterbody crossings. The preliminary drainage design criteria for the road have been revised in Section 4.1.1 of the ToR.	In progress

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36.	Appendix F Table F-8 **AtFN-17**	With respect to development of the Webequie Community Based Land Use Plan, Attawapiskat First Nation requests information on how our interests are represented in a land-use planning process that is being completed by Webequie First Nation.	After the Webequie Draft Community Based Land Use Plan is finalized, it will then be shared with adjacent First Nation communities and all interested people and organizations. The joint planning team (Webequie and MNRF) will consider all input during the Draft Plan stage and continue work to prepare the Final Plan.	In progress
37.	Appendix F Table F-8 **AtFN-18**	"Attawapiskat First Nation requests information on how our community's interests were taken into account by the WFN Local Working Group in identifying "sensitivities and features of value for protection that should be avoided. "The proposed Webequie Supply Road is located within a portion of Attawapiskat First Nation traditional lands in the upper watersheds of the Attawapiskat and Ekwan rivers. As such, Attawapiskat First Nation should be included in the list of First Nations referenced in this section."	The Webequie Project Team encourages Attawapiskat First Nation to participate in the WSR engagement process at the earliest possible time. Webequie is prepared to discuss and resolve issues and concerns through the ToR process and during the EA. WFN will follow-up with Attawapiskat to arrange a mutual convenient time for the Webequie Project Team to meet and discuss the comments and concerns raised by Attawapiskat.	In progress
38.	Appendix F Table F-8 **AtFN-19**	"Webequie First Nation has identified caribou habitat fragmentation as a significant issue, but in the evaluation of alternatives, caribou travel routes are not explicitly considered as important habitat features. Attawapiskat First Nation requests that caribou travel routes be considered in the analysis, especially as areas that favour constructability (areas of high ground) can also be used by caribou as travel routes."	All available information with regard to caribou (i.e., observations, habitat, movement) will be acquired and assessed as part of the EA process.	In progress
39.	Appendix F Table F-8 **AtFN-22**	"The ToR states that "the size and extent of each study area may differ for each environmental study component." Attawapiskat First Nation supports this approach, but questions how cumulative effects, including historic range contraction of species such as caribou, will be considered in the delineation of the various regional study areas."	Section 8.2 of the ToR now provides greater clarity on the study area definitions. The EA will further define the LSA and RSA boundaries for each environmental factor/criterion (e.g. surface water, fish, wildlife, air, socio-economic, etc.) depending on the nature of likely effects and the geographic extent and characteristics of each factor. The selection of study areas will also consider comments and input received from Indigenous communities, regulatory agencies, the public and stakeholders. Study areas will also be designed to capture the maximum spatial extent of potential effects from the Project including other existing developments and proposed reasonably foreseeable developments as in the case of the cumulative effects assessment (Section 8.1). For example, in some cases, larger or separate study areas will be developed to address select potential environmental and socio-economic features, including but not limited to Caribou (Boreal population) to allow for greater accuracy in the prediction of project effects and development of mitigation measures.	In progress
40.	Appendix F Table F-8 **AtFN-23**	"The caribou aerial surveys lack clear objectives and information on how historic or future data will be used for establishing population trends and for long-term monitoring. Attawapiskat First Nation questions how a single survey can be used to establish a baseline for caribou populations. Attawapiskat First Nation does not support aerial surveys for caribou as these are disruptive to the animals, especially during the calving season, and an aerial survey would yield little information that would be relevant to the road EA. We prefer the EA to rely on knowledge and information provided by hunters and other land users for establishing population trends. Attawapiskat First Nation suggests the use of aerial photography together with land cover mapping from the MNRF's Far North Land Cover Dataset to identify suitable habitat types in the study area."	A number of data collection methods and tools will be used to inform the EA, which include but are not limited to: aerial surveys (developed with input from MNRF and MECP biologists), MNRF collaring data, NHIC caribou occurrence data, caribou habitat mapping, Far North Land Cover Data, aerial photography and Indigenous Knowledge.	In progress
41.	Appendix F Table F-8 **AtFN-24**	"Existing data from breeding bird surveys has little coverage of the study area and therefore a poor ability to detect trends for most species. The description of bird survey techniques in the draft ToR makes no mention of the number of stations that will be visited in the planned breeding bird survey. The draft ToR states that marsh birds will be surveyed opportunistically, as part of the breeding bird survey. This approach is unlikely to lead to an accurate assessment of the habitats (stopover and staging areas) where migratory waterfowl concentrate. Ducks and geese are important components of First Nations diets, and their habitats are also potential Significant Wildlife Habitats. Waterfowl migration staging/stopover areas should be assessed separately from the planned breeding bird surveys."	Waterfowl surveys were conducted in spring 2019. The detailed methodology and results of data collected in 2019 will be reported in a separate natural environment baseline report and summarized in the EA Report. Further breeding bird surveys are being contemplated for 2020.	In progress
42.	Appendix F Table F-8 **AtFN-26**	"Fish habitat sensitivities and habitat values should be determined in consultation with land users. Benthic invertebrate sampling should be conducted alongside the aquatic habitat survey."	As part of the EA, the Webequie Project Team will be seeking input from land users, and Indigenous Knowledge from communities with respect to wildlife, including fish and fish habitat. Benthic invertebrate sampling is being contemplated for the 2020 field season.	In progress

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43.	Appendix F Table F-8 **AtFN-28**	"The methods for consultation and engagement with Indigenous communities on the socio-economic environment are not defined. Attawapiskat First Nation requests that our knowledge be used to inform socio-economic baseline studies and to develop socio-economic monitoring programs."	During the process of our consultation and engagement with Indigenous communities, the Webequie Project Team will make every effort to acquire local knowledge and use this Indigenous Knowledge to inform socio-economic baseline studies and develop socio-economic monitoring programs.	In progress
44.	Appendix F Table F-8 **AtFN-29**	"The survey method for evaluating waterfowl stopover and staging areas is unacceptable to Attawapiskat First Nation. A single fly-over late in the fall migration season (October) is not an appropriate way of establishing a baseline of waterfowl stopover and staging areas."	Waterfowl surveys were conducted in the spring of 2019, in addition to a fall survey conducted in October 2017. These surveys augment existing data (Noront Eagle's Nest Project) regarding waterfowl staging and migration for the area. Further studies are being contemplated for the 2020 field season.	In progress
45.	Appendix F Table F-8 **AtFN-31**	Attawapiskat First Nation has not yet finalized its CBLUP and is concerned that Webequie' s potential exemption from certain provisions of the *Far North Act* will interfere with Attawapiskat's decision-making authority over areas of shared use.	Effects to territories of Indigenous communities will be examined in the EA through the consultation and engagement process, including the assessment any potential effects to Aboriginal and Treaty Rights.	In progress
46.	Appendix F Table F-8 **AtFN-34**	No potential effects are listed for the disposal of solid waste, or for the disposal of wastewater/sewage. Attawapiskat First Nation requests further information on where these wastes will be disposed, and how the EA will evaluate the plans for handling and disposal of these wastes. The descriptions provided refer only to "off-site" disposal and a "licensed waste facility.	Section 7 of the ToR has been revised and reorganized to reflect the preliminary potential effects of project activities, including the proposed aggregate extraction and processing areas. The disposal of solid waste or disposal/management of wastewater/sewage from the construction and operation of the Project will be examined in the EA.	In progress
47.	Appendix F Table F-8 **AtFN-35**	"Figure 8.1 shows that cumulative effects assessment will take place only in the final stages of this project-specific environmental assessment. Attawapiskat First Nation is deeply concerned that cumulative effects assessment is not integrated into the earlier stages of the EA process."	The EA study will include a cumulative effects assessment, including the significance of net effects from the Project that overlap temporally and spatially with effects from all present and reasonably foreseeable developments and activities. The text on cumulative effects has been expanded through the addition of Section 8.1 to the ToR. The ToR has committed in Section 6.5 to the development of work plans for select environmental components at the outset of the EA, which will include preparing a work plan for assessing cumulative effects. The work plan for the cumulative effects assessment will be defined during the EA process through consultation with Indigenous communities, the public, federal/provincial authorities and stakeholders.	In progress
48.	Appendix F Table F-8 **AtFN-36**	"Fragmentation should be included as an indicator related to Upland Ecosystems, Riparian Ecosystems & Wet lands, SAR, and Wildlife & Wildlife Habitat. Areas of waterfowl nesting, staging, and stopover areas should be included as indicators under Migratory Birds."	The criteria, indicators and evaluation methods will be further developed, refined and finalized during the EA process in consultation with Indigenous communities, government agencies, the public and any other interested persons or groups.	In progress
49.	Appendix F Table F-8 **AtFN-37**	"Ecosystem Services (carbon sequestration & storage) and Disturbance Regulation (changes to the regulatory functions of wetlands, rivers, and riparian areas) should be added as criteria/indicators for evaluation."	The criteria, indicators and evaluation methods will be further developed, refined and finalized during the EA process in consultation with Indigenous communities, government agencies, the public and any other interested persons or groups.	In progress
50.	Appendix F Table F-8 **AtFN-38**	"The design of monitoring programs requires consultation with Attawapiskat First Nation. Our land users must be actively involved, throughout all phases of the project, in identifying actual effects, assessing the significance of those effects, assessing the effectiveness of mitigation/restoration/enhancement measures, and evaluating the need for additional action."	It is the intent of the Webequie Project Team to consult and engage with Indigenous communities on the effects monitoring program and identified mitigation measures that will be developed during the EA process.	In progress
Authority/Agency – Ministry of Heritage, Sport, Tourism and Culture Industries				
51.	Appendix G Table G1 **MHSTCI-7**	"Any investigation of and for built heritage resources and cultural heritage landscapes is a separate undertaking, to be conducted by a qualified person(s). Regarding the contents of an archaeological assessment (2nd paragraph), although historical and cultural references provided the context, an archaeological assessment report focuses only on the archaeology component. investigation the study area for built heritage resources and cultural heritage landscapes, historical and cultural components are typically addressed in the Cultural Heritage Existing Conditions and Preliminary Impact Assessment report."	For greater clarity, text has been revised to reflect that the assessment of built heritage resources and cultural heritage landscapes will be documented in Cultural Heritage Assessment Report, including the identification of potential impacts and measures to avoid or mitigate potential negative impacts.	In progress
Authority/Agency – Ministry of Natural Resources and Forestry				
52.	Appendix G Table G2 **MNRF-8**	"Where conflicts between IK information and western science information arise, who will determine what is the best information and/or how to apply it to the EA (ex, impact assessment, mitigation options, impacts on caribou)? Suggest there be a dispute resolution process developed to help. All information should be used and reported on in the EA."	Prior to dispute resolution, the WSR Project Team will consider all information (Indigenous Knowledge and Western science) and will ensure that environmental effects are addressed. The dispute resolution process will be avoided to the greatest extent possible through engagement and iterative assessment.	In progress

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53.	Appendix G Table G2 **MNRF-9**	"In consideration of potential authorization options under the *Far North Act*, the list of investigations and assessments may want to include additional items to facilitate and expediate *Far North Act* authorization after the completion of the EA….. Include reference to SAR, more around biodiversity, candidate ANSI's (natural heritage areas); habitat fragmentation, carbon sequestration; social and economic interest of Ontario."	Noted. Species at Risk has been added as a discrete element to the list of detailed technical investigations and assessments that will be undertaken and documented in the EAR/IS.	In progress
54.	Appendix G Table G2 **MNRF-10**	"I believe it is critical that the Ontario government require a carbon and GHG evaluation as part of the EA so the province continues to be a leader in land use planning and the environment. At minimum, the review of literature on road construction effects on carbon be undertaken for this potential EA. Data exist in the study region that the client should review and evaluate. These include government and conservation society reports, peer-reviewed manuscripts, and databases of carbon/GHG, weather, geology, vegetation, etc. The client is encouraged to apply the carbon/GHG calculations provided in 2013 Supplement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories: Wetlands. It is further recommended the project should test the IPCC calculations against data collected along the length of road network."	The Project Team is committed to including a carbon and GHG evaluation as part of the EA. An additional subsection (7.1.9 Climate Change) has been added to the ToR section addressing potential environmental effects. This will include assessment methods and calculations based on the International Panel on Climate Change Guidelines for National Greenhouse Gas Inventories.	In progress
55.	Appendix G Table G2 **MNRF-11**	"Consideration toward Natural Heritage Features such as eskers when determining aggregate sources and preferred route for road location."	Noted. Consideration will be given to Natural Heritage Features when determining aggregate sources and the preferred route.	In progress
56.	Appendix G Table G2 **MNRF-12**	"Options for sourcing aggregates, including the development of new aggregate sites needs to be part of the EA; otherwise, additional EA requirements may apply prior to MNRF issuing permits for new sites. The potential impacts and proposed mitigations of various alternatives for sourcing aggregates should be addressed in the EA.	The need for the EA to include consideration of aggregate production and processing areas has been recognized in the discussion of alternative aggregate sources and in the commitment to assess alternative methods for providing supporting infrastructure to construct and operate the road.	In progress
57.	Appendix G Table G2 **MNRF-16**	Providing information on appropriate roadbuilding techniques, and a detailed accounting of potential effects and associated mitigations is suggested. Peatlands/wetlands in the Far North are important on local through to global scales. The EA should recognize the various peatland functions and incorporate design measures to mitigate adverse effects.	Road design features and techniques to mitigate potential effects to peatlands will be examined as part of the EA for the Project, including the evaluation of the alternatives methods of carrying out the Project.	In progress
58.	Appendix G Table G2 **MNRF-21**	"In consideration of potential authorization options under the *Far North Act*, the identification of alternatives and the selection of the preferred route will need to clearly identify where adjustments to routing have been made in response to consultation/ecological/cultural values. This may not be specifically required in the EA but would be needed for certain FNA authorizations."	Noted. This consideration will be included in the EA phase for identification of required authorizations.	In progress
59.	Appendix G Table G2 **MNRF-24**	"MNRF suggests the ToR for the proposed undertaking reflect the Natural Heritage Reference Manual, 2014 with consideration toward Significant Wildlife Habitat, rare vegetation, wetlands, Ecoregion/District and Natural Heritage Features. These values should be considered/assessed throughout the Environmental Assessment process."	Significant Wildlife Habitat, rare vegetation, wetlands, Ecoregion/District and Natural Heritage Features and other values will be considered and assessed as part of the EA.	In progress
60.	Appendix G Table G2 **MNRF-25**	Figure 6.1 shows "Potential Aggregate Sources"; however, many of these do not correspond to the MTO "First Right of Refusal" (FRR) sites which were approved for this section on March 25/19. Further to this, many of the approved sites are not shown on this map. Several of the potential sites identified on this map fall in shoreline reserves, over-top waterbodies or in areas with no access to the proposed road routes. Approved MTO FRR aggregate sites must be shown on this map in the EA.	Noted. MTO FRR aggregate sites will be shown on future map/figures as part of the EA.	In progress
61.	Appendix G Table G2 **MNRF-26**	The list of items to be assessed under Biological Environment should be aligned with the stated assessment methodologies/techniques. Please include the impacts, both positive and negative, in the assessment, as well as at the various spatial scales.	The scope and intensity of the field studies, and associated data collection methodologies, will be defined during the EA process through consultation with Indigenous communities, federal/provincial agencies and stakeholders. This will include the development of work plans at the outset of the EA phase for select environmental studies and investigations (e.g., species at risk), including the opportunity for federal and provincial agencies to review the plans and provide guidance.	In progress

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62.	Appendix G Table G2 **MNRF-31**	Status of the Webequie Community Based Land Use Plan (and related potential for related ministerial orders) under the *Far North Act*, as well as deliberations by Ontario on proposals to repeal the Act.	The status of the CBLUP and related orders under the FNA has been clarified with MNRF. The Project Team will continue to monitor the status of the proposal to repeal the FNA and incorporate the implications in the EA, as appropriate.	In progress
63.	Appendix G Table G2 **MNRF-33**	Consider offering the opportunity for First Nations contribute to or develop community profiles through the EA consultation process.	Through consultation activities during the EA phase, Indigenous communities will have the opportunity to inform or provide input to the community profiles. If information is not provided by Indigenous communities, community profiles will be developed through desktop research using information sources such as Statistics Canada, First Nation websites, etc.	In progress
64.	Appendix G Table G2 **MNRF-34**	The ToR identifies mining tenure, but does not identify MNRF values in the area.	MNRF values in the area will be identified and examined in the EA in consultation with MNRF.	In progress
65.	Appendix G Table G2 **MNRF-36**	"MNRF supports the completion of alternatives analysis for ancillary infrastructure components and/or activities involved in the Project. This approach will ensure good project planning and that all activities that are part of the Project are evaluated and consulted on through the EA and will not require completion of further EA alternatives processes / requirements at the time of MNRF permitting {Note: Project components that are not evaluated as part of the EA but require dispositions of Crown land / resources may be subject to additional EA requirements}. Providing this information in the EA process will also help to enable flexibility in project implementation (e.g., method, location, style, implementation) if/as required."	Noted. The environmental assessment will include temporary and permanent supportive ancillary infrastructure for the Project, such as access roads, construction camps, laydown/storage yards and aggregate extraction and processing sites.	In progress
66.	Appendix G Table G2 **MNRF-38**	Detailed information about the type and volume of aggregate needed to implement the project and that exists in the project area (i.e. specific sources) will need to be presented, along with an assessment of environmental impacts of new aggregate extraction operations that are proposed and how these will be mitigated. With respect to the assessment approach to evaluating potential effects for aggregates, attention should be given to developing criterion and indicators under the Natural Environment (as well as under the heading socio-economic) that reflect the potential ecological and hydrologic effects associated with construction and maintenance of the proposed road.	The assessment approach to evaluating potential effects of aggregate extraction and processing areas, including developing criterion and indicators to reflect the potential ecological and hydrologic effects, will be examined further in the EA.	In progress
Authority/Agency – Ministry of Transportation of Ontario				
67.	Appendix G Table G3 **MTO-3**	"Consider land requirements for snowplow turnarounds, storage, salt and sand storage facilities."	Snow plow turnarounds will be considered once a preferred road alignment has been established as part of the EA. No changes to the ToR are proposed.	In progress
68.	Appendix G Table G3 **MTO-5**	"Predicted impacts on animals from collisions with vehicles have not been identified as part of "project activities and potential effects on the natural environment.""	Predicated effects to wildlife and wildlife habitat from the supply road, including the potential for direct mortality to wildlife from vehicle collisions, will be examined in the EA and is identified as a potential effect in the ToR.	In progress
69.	Appendix G Table G3 **MTO-7**	"The purpose and scope of the cumulative effects assessment should be a subject for discussion in the development of the Terms of Reference."	A new section has been added to the ToR to discuss cumulative effects. As part of the EA, Webequie First Nation will identify and assess the project's cumulative effects using the approaches as described provincial and federal guidance documents, such as the *Operational Policy Statement: Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2015b); and *Interim Technical Guidance for Assessing Cumulative Environmental Effects under the Canadian Environmental Assessment Act, 2012* (CEA Agency, 2018b). A technical work plan for the cumulative effects assessment will be prepared at the outset of the EA, including identification of which other developments will be assessed and the methodology for assessing effects.	In progress
Authority/Agency – Ministry of the Environment, Conservation and Parks				
70.	Appendix G Table G4-1 **MECP-EA-10**	"Technical Studies: Climate Change, Visual and Human Health - Consideration should be given to assessing impacts related to climate change (mitigation and adaptation), visual/aesthetics and human health."	Human health and climate change have been added to the list of technical studies. Visual/aesthetics will be examined in the EA.	In progress
71.	Appendix G Table G4-1 **MECP-EA-20**	"In section 5.5 please list and describe all types of infrastructure that will be subject to an alternatives assessment and effects assessment in the EA."	Alternatives for the cited infrastructure elements (aggregate sites, waterbody crossings, sites for temporary laydown and storage areas, sites for construction camps, and access road locations) will be subjected to assessment during the EA.	In progress

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72.	Appendix G Table G4-1 **MECP-EA-23**	Please include details on biological relevant field studies/data collection methodologies in the ToR.	Data collection methods and baseline studies has been added in the ToR to state that the scope and intensity of the field studies and that associated data collection methodologies will be defined during the EA process through consultation with Indigenous communities, federal/provincial agencies and stakeholders. This will include the development of work plans at the outset of the EA phase for select environmental studies and investigations (e.g., species at risk, human health, etc.) including the opportunity for federal and provincial agencies to review and provide guidance.	In progress
73.	Appendix G Table G4-1 **MECP-EA-26**	"The results of some field studies completed by the proponent are included in this section. MECP views this information as preliminary to understand the existing environment, with more details to be provided in the EA."	The description of the existing natural environment conditions in ToR includes some preliminary results for the Webequie Supply Road as reported in the *Baseline Environmental and Geotechnical Studies Report - Webequie Community Supply Road (TPA1B) and Nibinamik-Webequie Community Road* (TPA1A) (2018). These studies are considered preliminary and the full details of these studies and any supplemental studies, including field collection methodologies and results will be available for review during the EA phase of the Project.	In progress
74.	Appendix G Table G4-1 **MECP-EA-30**	"It is strongly recommended to include commitments to develop work plans at the outset of the EA phase, including opportunities for technical review." "Indicate how consultation on the ToR has informed the preliminary criteria and indicators. Please clarify when additional consultation on criteria and indicators will occur in order to finalize the list."	The ToR states a commitment to the development of work plans at the outset of the EA phase for select environmental studies and investigations (e.g., species at risk, human health, etc.) including the opportunity for federal and provincial agencies to review and provide guidance. The ToR indicates that the preliminary criteria and indicators have been developed by the Webequie Project Team and includes input received from government agencies, the public and Indigenous communities from the engagement and consultation undertaken to date. Criteria and indicators will be finalized through consultation activities during the EA.	In progress
75.	Appendix G Table G4-1 **MECP-EA-31**	"It is strongly recommended to include the commitment to prepare a technical work plan for the cumulative effects assessment, including identification of which other developments will be assessed, the study areas for the assessment, and the methodology for assessing effects."	The ToR includes a commitment to prepare a work plan for the cumulative effects assessment at the outset of the EA. The work plan will be provided to the MECP and IAAC for review and guidance and will be summarized and presented to the public and Indigenous communities, and others as part of the consultation and engagement activities for the Project.	In progress
76.	Appendix G Table G4-2 **MECP-IC-39**	"Please incorporate Indigenous Knowledge into all applicable sections of the ToR and EA Report."	Indigenous Knowledge will be incorporated into all applicable sections of the ToR and EA Report.	In progress
77.	Appendix G Table G4-2 **MECP-IC-48**	"Please indicate in this section (and/or Table 10-3) how input during development of the ToR informed the plan for consultation during the EA. Please also clarify if one plan will be executed for all communities, or if community-specific plans will be developed."	One Consultation Plan will be executed for all communities. The WSR Project Team will tailor activities and mechanisms in accordance with the consultation protocols and procedures of Indigenous communities, if requested.	In progress
78.	Appendix G Table G4-3 **MECP-AR-2** **MECP-CC-50**	"The ToR should commit to the EA including a quantitative GHG emission prediction that includes explanation for the calculations". The ToR should include preliminary mitigation measures for GHG emissions, with complete mitigation measures identified in the EA."	The preliminary estimate of GHG emissions in the ToR will be updated for both the construction and operation phase in the EA using more accurate information. Mitigation measures for GHG emissions will be identified in the EA.	In progress
79.	Appendix G Table G4-5 **MECP-SW-7**	"Revise Table 7-1: Project Activities and Potential Effects on the Natural Environment to also include the following Potential Effect: "Degradation of/alteration to surface water quality and flow, and/or fish habitat" "Table 7-1 should also be revised to include the mitigation measures related to water taking and dewatering."	Table 7.1 in the ToR has been deleted and replaced with subsections that describe the preliminary potential environmental effects for each environmental component, including surface water and fish and fish habitat. Mitigation measures will be identified and described as part of the EA.	In progress
80.	Appendix G Table G4-6 **MECP-GW-8**	"Section 6.2.2 includes a list of the primary field methods for collection of data for the physical environment. This list does not include groundwater sampling, groundwater elevation or flow monitoring. Representative baseline groundwater quality and groundwater elevation data is required along the road corridor route and at proposed aggregate source locations (with the addition of groundwater flow data)."	Section 6.2.2 - Physical Environment in the ToR that list the primary field methods has been removed and replaced with Section 6.5, which includes the commitment to prepare and submit a groundwater work plan at the outset of the EA for MECP review and guidance on the detailed field methodologies to be used and specific data that will be collected for the purpose of the EA and any future monitoring during subsequent phases of the Project.	In progress
81.	Appendix G Table G4-8 **MECP-AQ-1**	"To identify any issues with the scope of air quality assessment for the proposed Project, it is recommended that an air quality work plan with technical details be developed in consultation with government agencies as early as possible."	An air quality and climate change work plan will be prepared at the outset of the EA for MECP review and guidance on the detailed field methodologies to be used and specific data that will be collected for the purpose of the EA.	In progress

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82.	Appendix G Table G4-9 **MECP-WM-1**	"The ToR should clarify whether an Approval for a waste disposal site (transfer/processing/landfill) will be one of the approval applications made to the Province."	Waste types, generation rates, processing prior to off-site disposal, including whether an existing waste facility on federal/Webequie reserve lands has capacity or if a new waste facility is required will be examined in the EA, including identifying applicable approvals from the Province or Canada.	In progress
83.	Appendix G Table G4-14 **MECP-PC-3**	"Public/Stakeholder/Indigenous consultation regarding the project and alternatives should include impacts to ALL species at risk and their respective habitats."	Project consultation activities regarding the Project and alternatives during the EA will include discussion of potential effects to all species at risk and their respective habitats.	In progress
84.	Appendix G Table G4-14 **MECP-PC-3**	"MECP would like to request all areas where vegetation removal is required for any stage of the process (road, access roads, laydown areas and aggregate extraction areas etc.) be communicated when determined and MECP allowed time to provide more specific advice on SAR. Otherwise, we are unable to comment on the impact to some species or their habitat."	MECP will be provided with vegetation removal details for the Project as part of the EA, including impacts to SAR and/or their habitat to allow for more specific advice from MECP on avoidance, mitigation and whether an authorization under the ESA will be required.	In progress
85.	Appendix G Table G4-14 **MECP-PC-8**	**"**MECP request that all activities, including prep work, are considered for impacts to SAR and their habitat and outlined in the EA. For example, the high-level list of activities associated with the broader project presented in section 4.2 are often the type of activities that impact SAR and their habitat."	All project components and activities will be examined in the EA, including in the context of potential effects to SAR.	In progress
86.	Appendix G Table G4-14 **MECP-PC-11**	"MECP would like to request information: which "field surveys" are being planned? MECP would like to request input or review to Species at Risk Survey (SAR) methodology."	A SAR work plan will be prepared at the outset of the EA for MECP review and guidance on the detailed field methodologies to be used and specific data that will be collected for the purpose of the EA.	In progress
87.	Appendix G Table G4-14 **MECP-PC-12**	"Potential disturbance and impacts to SAR of operation and maintenance should be considered. Any solutions or mitigation measures made, should be included in the agreement for the operator of WSR."	Potential disturbance and impacts to SAR as a result of the operation and maintenance phase of the Project will be considered in the EA. Any solutions or mitigation measures identified for this phase of the Project will form part of the future commitments specified in the EA and would represent obligations for implementation by the operator of the WSR where applicable.	In progress
88.	Appendix G Table G4-14 **MECP-PC-13**	"The information about road controls will be important to some SAR and we would like to request more information on this. We would also like to request that SAR be taken into consideration when making this decision."	The Project team will provide further information on road controls and potential effects to SAR to MECP as part of the EA and will seek advice where applicable.	In progress
89.	Appendix G Table G4-14 **MECP-PC-19**	"Update ToR to include an assessment of potential sensory impacts to Caribou within 10 km of each alternative".	Sensory noise levels for construction and operation of the proposed supply road are not known at this time. A noise assessment study is proposed as part of the EA and will examine potential sensory impacts to Caribou for the alternatives being carried forward to the EA. However, this will not be examined as part of the screening of alternative conceptual corridors presented in the ToR.	In progress
90.	Appendix G Table G4-14 **MECP-PC-26**	"Consider the application of radio satellite collars as an effective monitoring tool that could provide important baseline information and contribute towards assessing impacts of the Project on caribou habitat movement and habitat selection/use."	MNRF collaring data is currently available for Caribou within the Misissa Range and other surrounding ranges and will be used for the EA.	In progress
91.	Appendix G Table G4-14 **MECP-PC-40**	Update ToR and provide more details in a summary table of the 2011-2012 survey results for mammals.	Specific details of previous studies with respect to mammals will be provided in tabular form as part of the EA documentation. Section 6.2.3 of the ToR is intended to provide a high-level overview of those species observed in the project area from the review of secondary source information and field work conducted in 2017.	In progress
92.	Appendix G Table G4-14 **MECP-PC-51**	"More detail on how the change in indicators will be monitored. How surveys for each species will be carried out in order to quantify this."	How the change in indicators will be monitored will be examined in more detail in the EA.	In progress
Authority/Agency – Ministry of Energy, Northern Development and Mines				
93.	Appendix G Table G5 **ENDM-10**	The typical cross-section for the supply road should include a detail for excavation below original ground, per MTO examples, to provide the basis for roadbed foundation considerations.	The typical cross-section has been revised to clarify/include the detail for excavation below existing grade, and preliminary engineering road design details will be discussed with MTO as part of the EA.	In progress
94.	Appendix G Table G5 **ENDM-21**	Under the methodology for conducting Vegetation Surveys, why not sample age of trees over 10m? Does age-class of a stand not contribute as a factor in determining appropriateness of potential wildlife habitat, or is the visual assessment enough of an indicator?	Visual assessment of vegetation, along with supportive field surveys, are deemed adequate for determining potential effects to wildlife habitat, including species at risk, as usage is more dependent on size class and height/cover than actual age of trees. Detailed field work plans that outline the approach and methodology for biological surveys will be provided to relevant agencies and stakeholders for further consultation and advice at the outset of the EA.	In progress
95.	Appendix G Table G5 **ENDM-22**	The baseline for socio-economic impact assessment should be more than an inventory of physical assets in the community and economic opportunities. The assessment should include information about kinship, familial relationships between Webequie and other	It is acknowledged that Webequie has familial relationships with neighboring indigenous communities in Section 10.2. Through consultation activities, the WSR Project Team will try to obtain this information from neighboring communities. If information is provided and permission is granted by the	In progress

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		communities, community disruption, stability and cohesion. Even the planning of a project can create impacts in the socio-economic component.	communities, information will be used in the EA. Therefore, further information about kinship, familial relationships between Webequie and other communities, community disruption, stability and cohesion will be discussed in the EA.	
96.	Appendix G Table G5 **ENDM-24**	"Information collected for the EA may also be used by WFN to obtain other permits, approvals and/or licences that may be required to proceed to construction. May want to state that you will be collecting information for the EA to a level of detail that would be sufficient for future permits."	Duly Noted. To the extent possible, all data collection activities related to the Project will be designed with consideration to capture potential requirements for permits, approvals and/or licences under provincial and federal legislation. Detailed field work plans that outline the approach and methodology for biological surveys will be provided to relevant agencies and stakeholders for further consultation and advice at the outset of the EA.	In progress
97.	Appendix G Table G5 **ENDM-27**	Information regarding the status and influence of the *Far North Act* on the Project in the ToR may have to be updated prior to formal submission.	The draft ToR has been revised to add clarifications on the status of the proposal to repeal the *Far North Act* and address potential authorizations under the Act to address comments provided by MNRF. The Project Team will continue to track these matters with MNRF in order to provide the most current information in the final ToR.	Completed
98.	Appendix G Table G5 **ENDM-28**	When considering provincial planning policies that may influence the Project, include consideration of any relevant Provincial Policy Statements.	As per the comment received, the text has been revised to the following: "Any PPS that are relevant to this project will be incorporated into the planning and design for this project."	In progress
99.	Appendix G Table G5 **ENDM-32**	In the identification of potential project impacts, it is noted in the Noise Emissions row that there are no mitigation measures listed. Are there no generic/standard mitigation measures for this potential impact (i.e., maintenance of mufflers, minimize idling, design charge loading and blast patterns to cap peak particle velocity, etc.)?	Section 7 has been revised and Table 7.1 removed from the ToR. Table 7.1 has now been replaced with subsections that describe the preliminary potential environmental effects for each environmental component. This change is intended to address the comment from the MECP (MECP-EA-28) to have consistent format and discussion of potential effects across all environmental components. Mitigation measures will be identified and described as part of the EA.	In progress
100.	Appendix G Table G5 **ENDM-37**	In Table 8-1: Select Preliminary Criteria and Indicators for Evaluation, consider adding additional criteria to provide better indication of the health of the community, including changes to relationships, community cohesion, stability, etc.	The criteria and indicators in Section 8.2 (now 8.3.1)/Table 8.1 are intended to provide the reader with examples for the evaluation of alternatives and effects of the Project, with more socio -economic criteria and indicators and presented in Appendix B of the ToR. The criteria and indicators listed in Appendix B are a preliminary list based on those identified by the Webequie Project Team from the consultation undertaken to date with Indigenous communities, agencies, the public and stakeholders. Criteria and indicators will be finalized at the outset of the EA through further consultation.	In progress
101.	Appendix G Table G5 **ENDM-43**	With respect to "the Indigenous communities to be offered the deepest and most frequent engagement/consultation", it may be helpful to provide details on what "frequent" engagement/ consultation means.	Webequie intends to conduct engagement with all Indigenous communities, organizations, groups, etc. that are interested in participating in the EA. Due to the factors identified in Section 10.2.1 of the ToR, more intensive consultation/engagement will occur in the form of various mechanisms/techniques, such as: use of focus groups with different community member groups (i.e., elders, land users, knowledge keepers, youth, etc.). Section 10.2.1 of the ToR has been revised to identify communities to be offered the deepest or intensive (vs "frequent") engagement/consultation.	In progress
102.	Appendix G Table G5 **ENDM-56**	With respect to the socio-economic impact assessment, include the review and reference to current Comprehensive Community Plans/Economic Development Plans for alignment. "Identify opportunities for businesses and current assets that could provide local opportunities, finally a Skills inventory and Training development for opportunities that could present themselves for the community and members."	Comprehensive Community Plans (CCPs) of Indigenous communities will be reviewed as part of the socio-economic baseline study. The EA will identify opportunities for businesses and current assets for local opportunities.	In progress

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