

APPENDIX P1.D

Public Information Centre (PIC) Sessions


- P1.D.1. - TOR PIC #1 Presentation and Feedback

APPENDIX P1.D.1

TOR PIC #1 Presentation and Feedback

WHY ARE WE HERE TODAY?

We are here to share information and gather feedback and comments on the Draft Terms of Reference for the Environmental Assessment, including:

- 
- Baseline studies to support the EA
 - Criteria and indicators for the evaluation of potential environmental effects (positive and negative)
 - Preliminary route alternatives
 - Methods of consultation and engagement

We encourage you to review the information and maps, and speak to our Project Team to provide feedback, ask questions, or about any concerns.

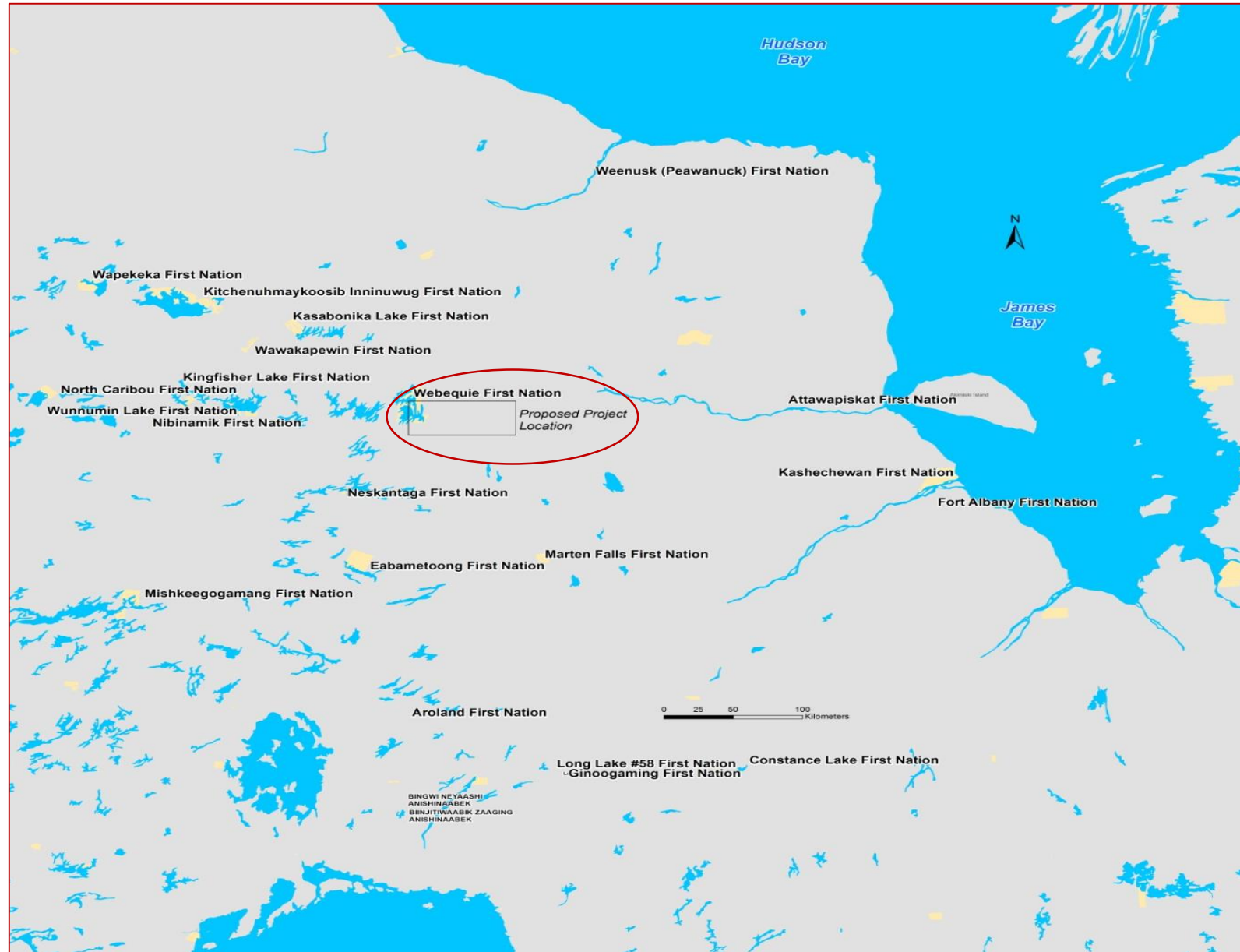
We also have information available on our website:

www.supplyroad.ca

BACKGROUND

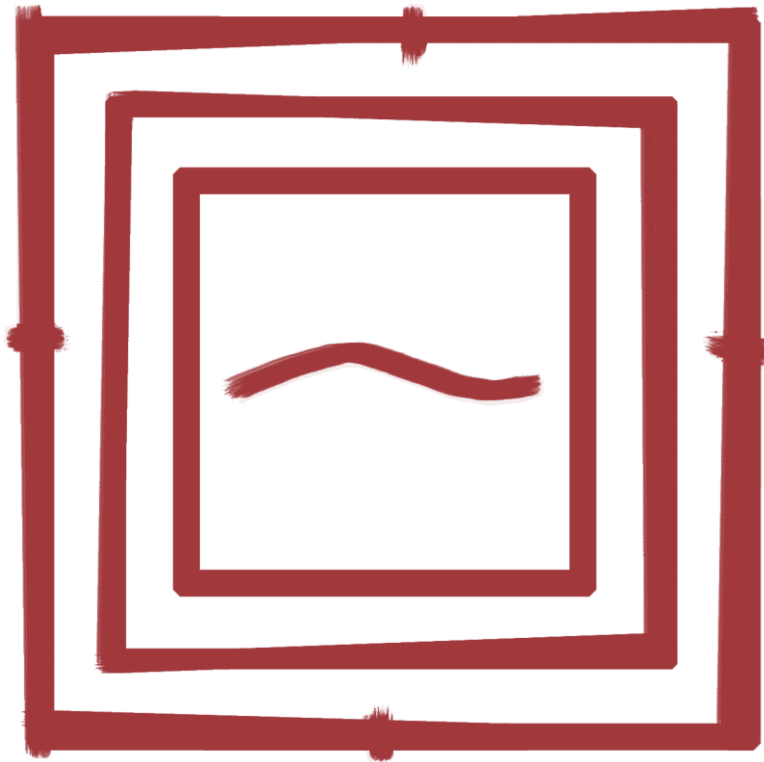
- This is not an environmental assessment for the proposed Ring of Fire mining developments
- This is not an environmental assessment for a road connecting to the provincial road network
- This is a Supply Road connecting Webequie First Nation (WFN) to the Ring of Fire
- The purpose of the Supply Road is to allow WFN to benefit from opportunities associated with the planning, development and operation of any mines that might be developed in the area, as well as mineral exploration activities.

PROJECT SETTING - REGIONAL



WEBEQUIE'S THREE-TIER APPROACH

The three tiers are closely connected and depend on each other.



CORE TIER: *The Community and their Overall Well-Being*

- Physical health
- Mental health
- Social health
- Education
- Employment opportunities
- Income

RELATIONAL TIER: *Preserving the Indigenous Culture of the Community*

- Increasing understanding of the culture by others
- Language
- Traditional cultural activities
- Ancestral knowledge inheritance – recording and passing down knowledge from the elders

FOUNDATIONAL TIER: *Treaty and Partnerships*

- Fair sharing of benefits from the land with government and industry

WEBEQUIE'S ELDERS' PRINCIPLES

The Elders' Principles are infused in our approach to consultation

- › Mutual recognition of inherent rights
- › Mutual recognition of ancestral knowledge
- › Mutual recognition of traditional knowledge and practices
- › Mutual recognition of clan families and relationships
- › Mutual recognition of sustainable livelihood
- › Mutual recognition of traditional protocols

Description of the Project - What does the Project Include?

It is not just a road...

Project Component	Description
All-Season Road	107 km from WFN Airport to McFaulds Lake – two-lane gravel surface
Road Corridor within WFN Reserve Lands	17 km of the road corridor is within WFN reserve lands
Preliminary Corridor Width	2 km
Final Corridor Width	Corridor is 35 metres (m) wide •35 m for two-lane gravel surface all-season road
Water Crossing Structures	Bridges and culverts
Aggregate Extraction and Processing Areas (temporary and permanent)	Includes pits and quarries, as well as access roads
Construction Camps (Temporary)	Accommodation and catering facilities for construction crews
Storage and Laydown Yards (Temporary)	Used for storage of equipment and materials

Project Phases and Associated Activities

Construction



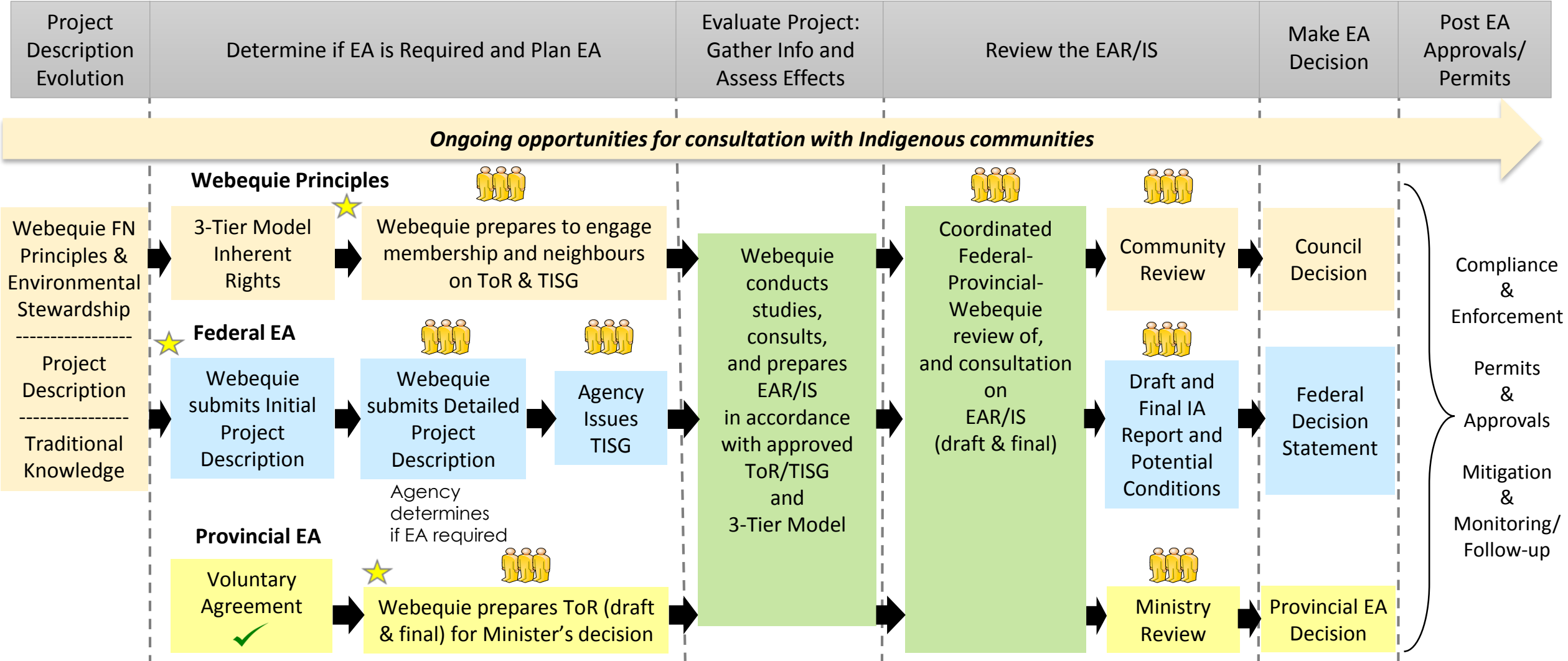
- Field surveys, staking and layout
- Clearing and grubbing of trees and other vegetation
- Construction of storage / laydown yards, access roads, construction camps and aggregate extraction areas
- Construction of the road and water crossings
- Emissions, discharges and waste transport
- Handling and storage of fuel for equipment and vehicles
- Storage, handling and disposal of hazardous and non-hazardous waste, domestic wastewater and sewage
- Air and noise emission from equipment and vehicles
- Erosion from exposed soils

Operations and Maintenance



- Visual inspections of the road and structures
- Road surface repairs / debris removal
- Dust control
- Control of vegetation/brush within the road corridor
- Winter maintenance - snow clearing
- Clean-out / repairs to culverts, ditches and outfalls
- Road use controls:
 - Road security / enforcement
 - Access to and use of nearby lands
 - Vehicle and operator licensing requirements
 - Insurance coverage requirements and general liability

Coordinated Webequie-Federal-Provincial EA Process



Acronyms:

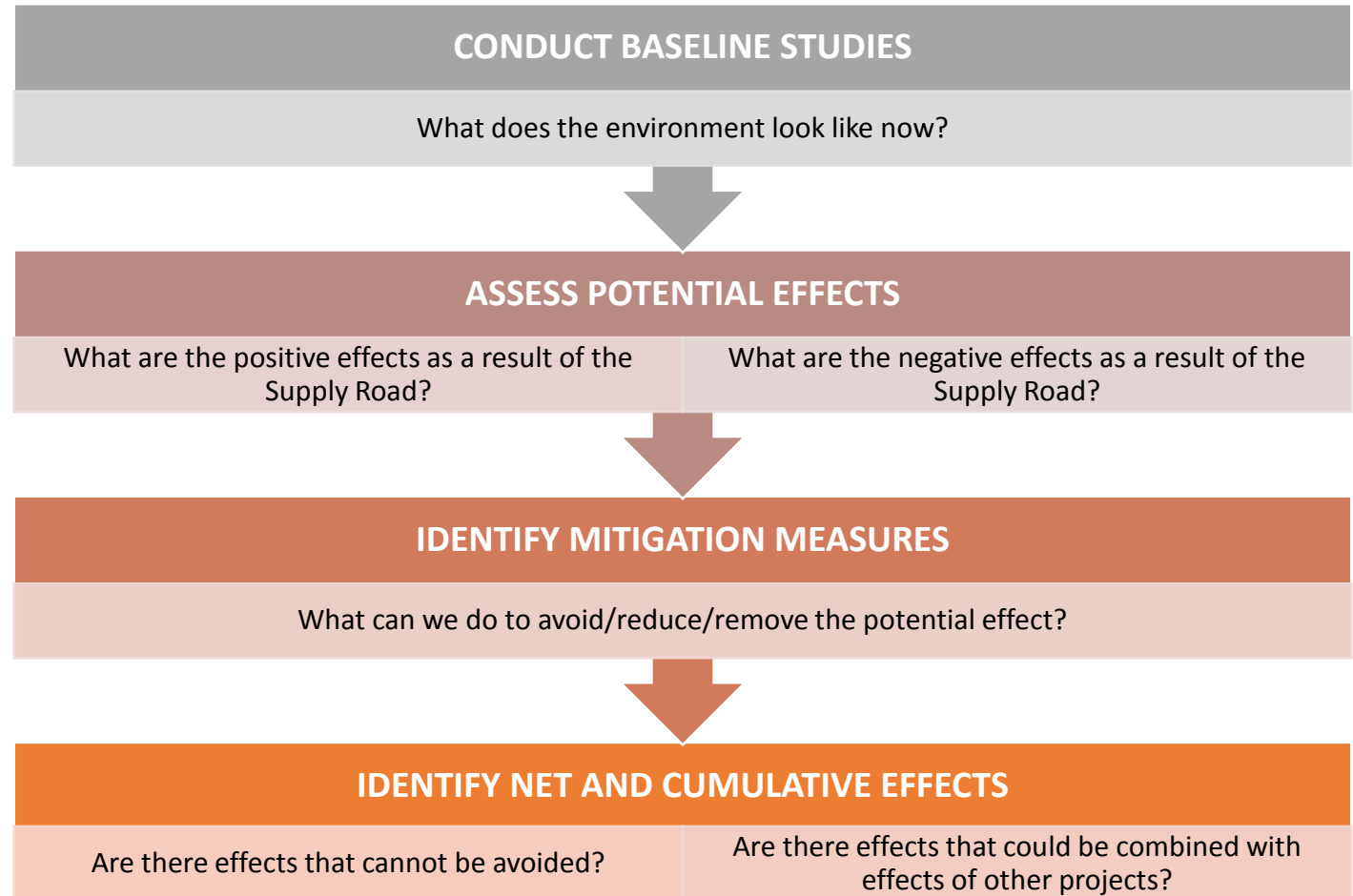
ToR = Terms of Reference
TISG = Tailored Impact Statement Guidelines
EAR/IS = Environmental Assessment Report/Impact Statement



WHAT DOES AN ENVIRONMENTAL ASSESSMENT CONSIDER?

An Environmental Assessment is a planning tool to:

- Identify potential effects (positive and negative) to the environment (natural, social, cultural)
- Identify mitigation measures to reduce or remove potential negative effects
- Facilitate decision-making
- Provide opportunities to comment on how the Project may impact communities and their use of land



BASELINE STUDIES

Natural Environment

- Wildlife
- Species at Risk
- Vegetation
- Aquatic
- Soils
- Surface Water

Socio-Cultural Environment

- Population & Demographics
- Human Health
- Community Well-Being
- Infrastructure and Services
- Land and Resource Use
- Cultural Heritage Resources



White Sucker



Marsh Grass of Parnassis



Wood Frog



Juvenile Northern Pike



Fireweed

Potential Environmental Effects – Biophysical Environment

Project Component or Activity	Potential Effects	Mitigation / Control Measures
Field surveys, staking and layout	Soil compaction and increased rates of erosion (soil loss) from equipment use and exposed soils	<ul style="list-style-type: none"> Erosion control blankets, seed and cover/mulch to prevent erosion and/or control soil from entering waterways
Clearing and grubbing of trees and other vegetation	Loss of vegetation from clearing; and associated loss of wildlife habitat	<ul style="list-style-type: none"> Chipping, leaving in place and small wood scattering Avoid vegetation clearing during migratory bird nesting period and/or sensitive life cycle periods for Species at Risk (e.g., caribou, bats, etc.)
Construction of infrastructure, including storage and laydown yards, access/haul roads, construction camps and aggregate extraction areas	Changes or disturbances to wildlife habitat (e.g., migratory birds, species at risk)	<ul style="list-style-type: none"> Restore disturbed areas related to temporary infrastructure (e.g., access roads, construction camps)
Construction of the road, including permanent and temporary waterbody crossings	<p>Changes to surface water quality and flow, and/or fish habitat</p> <p>Negative impacts on environmentally significant or sensitive areas</p>	<ul style="list-style-type: none"> Protect fish during the spawning and rearing period by avoiding work in water during certain time periods Install erosion and sediment control measures and use best management practices Isolate and temporarily shift water flow away from work zone Use appropriate capture, handling and release techniques to avoid harm to fish

Potential Environmental Effects – Biophysical Environment

Project Component or Activity	Potential Effects	Mitigation Measures
<p>Transport, handling and storage of fuel, disposal of waste oil, lubricants and other fluid</p> <p>Storage, handing and disposal of hazardous waste and non-hazardous domestic waste, domestic wastewater, sewage</p> <p>Operation of construction equipment and vehicles</p> <p>Blasting (to obtain rock for crushing to build road)</p>	<p>Impact to groundwater level, quality, and/or contribution to waterbodies or wetlands</p> <p>Spills of oil, gasoline and other chemicals that contaminate soil, groundwater or waterbodies</p> <p>Dust and exhaust emissions from equipment and vehicles</p> <p>Increase in noise levels during construction and operation phases, with potential impact to wildlife</p> <p>Blasting can disrupt community activities, wildlife behaviour, or harm fish/fish habitat where near a waterbody</p>	<ul style="list-style-type: none"> • Store, handle and dispose of all excess materials in a manner that prevents release to the environment • Operate, maintain and store (e.g., fuel, lubricates, waste oils) all equipment and materials using best management practices (the accepted most responsible ways to do things) • Maintain vehicles and equipment • Control dust • Provide timely notification to residents and control blasting in environmentally sensitive areas
Operations and maintenance, such as road repairs, vegetation management		
Rehabilitation/restoration of temporary infrastructure		
Wildlife mortality (death) due to vehicle collisions during operations		

Potential Environmental Effects - Socio-Economic Environment

Positive Effects/Benefits

Economic

- Employment and economic benefits to community members and businesses of neighbouring Indigenous communities during construction and operation/maintenance (i.e., heavy equipment operation, environmental monitoring, catering, camp operations)
- Emergence of economic opportunities along the road (i.e., gas stations, restaurants)
- Opportunity for WFN and other First Nations to own and/or construct, and operate and maintain 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
- Opportunity for youth - employment and training opportunities
- Possible higher overall educational levels and capacity

Social

- Higher household incomes from increased economic activity allowing for improved standard of living

Potential Environmental Effects - Socio-Economic Environment

Negative Effects

Social/Health

- May offer easier access to undesirable substances, possibly causing more health and social issues in community
- More outsiders coming into area causing possible social issues

Economic

- Possible loss of government transfer payments currently paid to community due to remote isolation status
- May facilitate more outsiders coming into community, such as resource users, that put strain on traditional territories for hunting, fishing, mineral resource exploration, as well as pressure on wildlife populations and movements

Culture

- Loss of disruption to current traditional land and resource uses such as hunting, gathering, fishing, trapping (from possible direct project impacts to wildlife and fish habitats, plants, or navigation at watercourse crossings)
- Easier access to outside influences that could put pressure on traditional language, traditions and culture; and/or decrease interest and participation in traditional land use activities (e.g., trapping, hunting, fishing, etc.)
- Possible for outsiders to access and use cultural/spiritual/sacred sites

Preliminary Criteria and Indicators for Evaluation

Natural Environment

Criterion (way to evaluate)	Indicator (measurement method)
Upland Ecosystems, Riparian Ecosystems and Wetlands	<ul style="list-style-type: none"> • Effects to upland ecosystems, riparian ecosystems and wetlands • Ecosystem availability • Ecosystem distribution • Ecosystem composition
Fish and Aquatic Habitat <ul style="list-style-type: none"> • Brook Trout • Lake Trout • Walleye • Lake Sturgeon 	<ul style="list-style-type: none"> • Number or area of waterbodies crossed • Effects on fish spawning, nursery or rearing areas • Habitat quantity • Habitat quality • Abundance
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> • Area (ha) of significant wildlife habitat crossed or fragmented • Habitat availability (i.e., quantity and quality) • Habitat distribution (i.e., arrangement and connectivity) • Survival and reproduction
Species at Risk (SAR) <ul style="list-style-type: none"> • Woodland Caribou habitat alteration • Caribou nursery areas • Other SAR including regionally and locally rare species 	<ul style="list-style-type: none"> • Effects on Woodland Caribou habitat areas (ha) • Area within the corridor which is known by Indigenous community members to be frequented by caribou • Number and type of SAR including regionally and locally rare species (plants, animals, fish)
Significant Ecological Area (defined by Ministry of Natural Resources and Forestry)	<ul style="list-style-type: none"> • Number of area of Significant Ecological Areas affected
Migratory Birds	<ul style="list-style-type: none"> • Areas (ha) of migratory bird flyways, feeding habitat and resting areas

Preliminary Criteria and Indicators for Evaluation

Socio-Economic Environment

Criterion (way to evaluate)	Indicator (measurement method)
Traditional Land and Resource Uses (hunting/fishing/trapping)	<ul style="list-style-type: none"> • Disruption (number of sites) or loss (ha) of intensively used areas supporting 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 trap lines affected
Commercial Activities and Labour Market	<ul style="list-style-type: none"> • Effects to business related activities and local employment • Training opportunities
Mineral and/or Aggregate Resources	<ul style="list-style-type: none"> • Area of significant aggregate deposits affected (ha) • Number of mining claims in Local Study Area
Recreational Activities (camps, trails, outfitters, movement of small watercraft)	<ul style="list-style-type: none"> • Number of activities affected
Provincial Parks, Areas of Natural and Scientific Interest (ANSI's) or Conservation Reserves	<ul style="list-style-type: none"> • Number of Provincial Parks, Areas of Natural and Scientific Interest (ANSIs) or Conservation Reserves affected

Preliminary Criteria and Indicators for Evaluation

Cultural Environment

Criterion (way to evaluate)	Indicator (measurement method)
Aboriginal and Treaty Rights and Interests	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Number and/or area (ha) of Indigenous sacred, burial or spiritually significant sites effected as identified by communities• Number or area (ha) of Euro-Canadian archaeological sites affected

Preliminary Criteria and Indicators for Evaluation

Technical Considerations

Criterion (way to evaluate)	Indicator (measurement method)
Safety and reliability of road	<ul style="list-style-type: none">• How well road alignment meets Provincial road safety standards and provides reliability for users
Constructability	<ul style="list-style-type: none">• Terrain and soil stability
Cost	<ul style="list-style-type: none">• Construction capital cost• Operations and maintenance cost
Location of road supporting infrastructure (aggregate supply areas, camps, laydown/storage yards, access roads)	<ul style="list-style-type: none">• Closeness to corridor for assessment of alternatives for aggregate source sites, including quality of deposits• Limits to haulage/movement of materials and equipment• Length (km) of temporary and permanent access roads

ROAD DESIGN

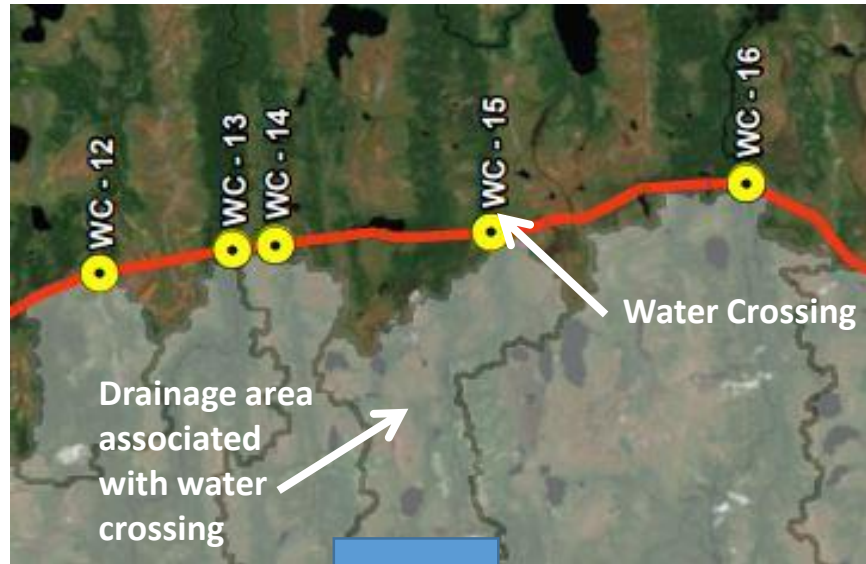
Muskeg terrain type found in east-west portion of road corridor



*Use of Geogrid in road construction-
James Bay Lowlands*

- The biggest road construction challenge is through the muskeg (James Bay Lowlands) in the east-west portion of the road corridor
- Our field work indicates that peat thicknesses range from 1-5 metres
- Peat is too thick and too poorly drained to be excavated and replaced with other soil - road must be constructed to “float” on muskeg
- Geogrid, a synthetic material, is used to make the sub-base of the road stronger, which will limit settlement of the road, reduce maintenance costs and enhance safety
- Water is another challenge - there are 3 major water crossings (Winisk Lake (250 m wide); Winiskesis Channel (100 m); and Muketei River (30 m)); and 31 crossings in total

HYDROLOGY IN ROAD DESIGN



- Hydrology includes the study of the movement of water on the land
- Used for the design of drainage structures (such as culverts)
- Hydrology assessment is done to determine the peak flows for a range of flood frequencies (i.e., 1 in 100 year) within a drainage basin
- Culverts, bridges, or other structures are then sized to handle these design flows without overtopping the road or causing excessive backwater (buildup of water) or upstream flooding
- Also used to size local drainage features, such as ditches, which help keep rainwater off the road and reduce the amount of ponding water



What are Examples of Ways to Limit Potential Environmental Effects During Design?

Project Component	How to minimize environmental effect
Water Crossings	<ul style="list-style-type: none">• Changing type of structure• Length of span (to avoid having bridge supports/piers in water)• Lifecycle - build structure to last longer• Construction staging methods - change order of construction activities to minimize impacts to fish and fish habitat
Road	<ul style="list-style-type: none">• Adjust horizontal alignment (i.e., curves, straight sections)• Adjust vertical alignment (i.e., steepness or slope)• Adjust cross-section – shape/width of the road if you sliced through it• Width of the corridor (the “footprint” of the road)
Alternative Sites for Temporary Supportive Infrastructure	<ul style="list-style-type: none">• Adjusting locations and sizes of storage / laydown areas and associated access roads to limit project “footprint”

What are Examples of Ways to Limit Potential Environmental Effects During Design? (cont'd)

Project Component	How to minimize environmental effect
Alternative Sites for Temporary and/or Permanent Aggregate Extraction Pits and Production Facilities	<ul style="list-style-type: none">• Selection of sites with shorter access roads• Selection of sites with shorter haul distances• Selection of sites with lower water tables
Construction Timing (Seasonal) and Staging	<ul style="list-style-type: none">• Reducing disturbance (i.e., vegetation damage, soil erosion) to land and watercourses by conducting certain activities at times of year when the lands and resources are less sensitive to disturbance

Alternatives Considered

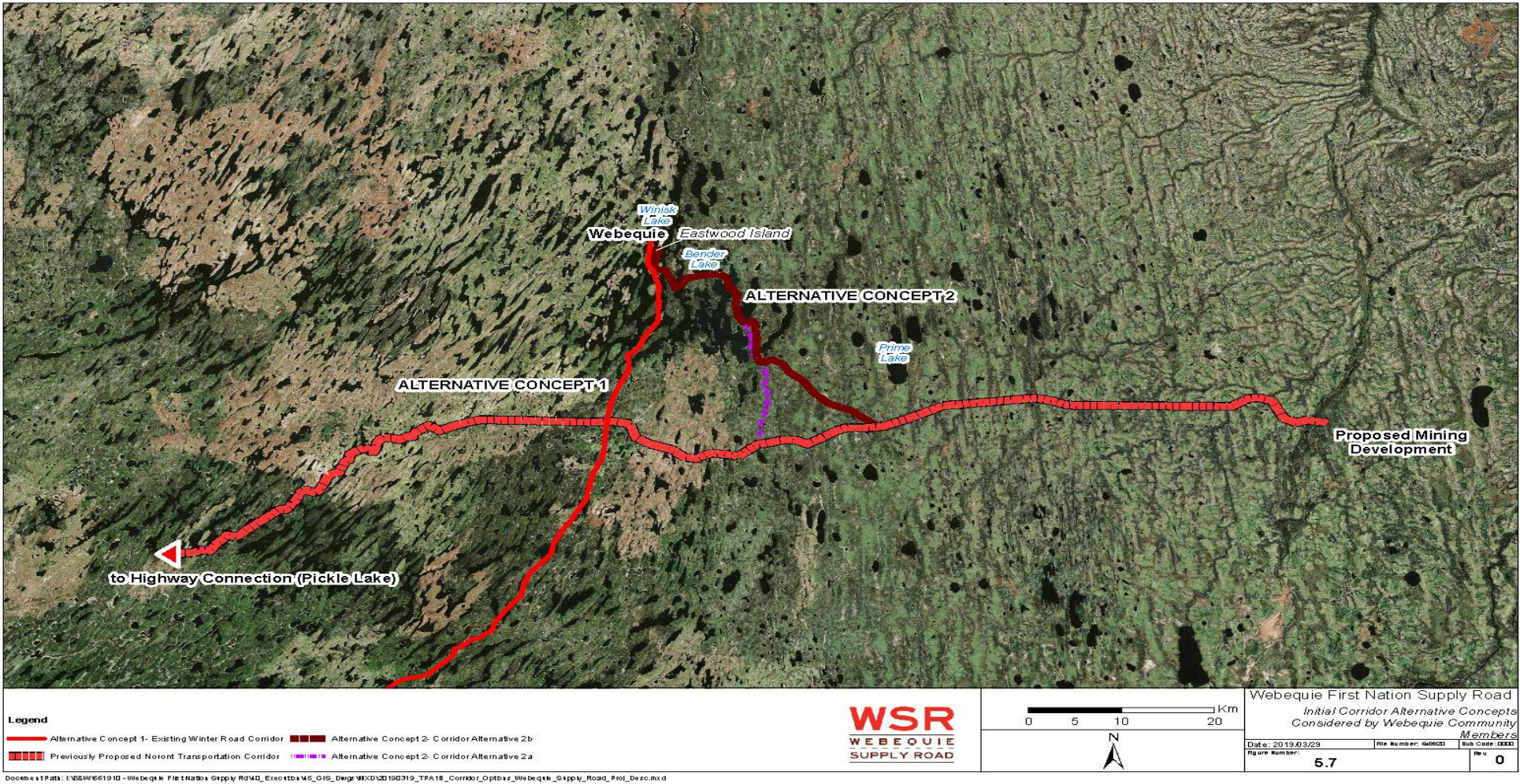
Alternatives to

- Different ways of addressing a problem or opportunity to come up with a preferred planning solution
 - Do nothing
 - Upgrade the existing trail system to a seasonal winter road
 - Alternative modes of transportation (i.e., hoverbarge, airship, rail)
 - Manage travel demand
 - New all-season road

Alternative Methods or Means

- Different ways of implementing the preferred planning solution
 - Alternative Concept 1
 - Alternative Concept 2

Alternative Concepts

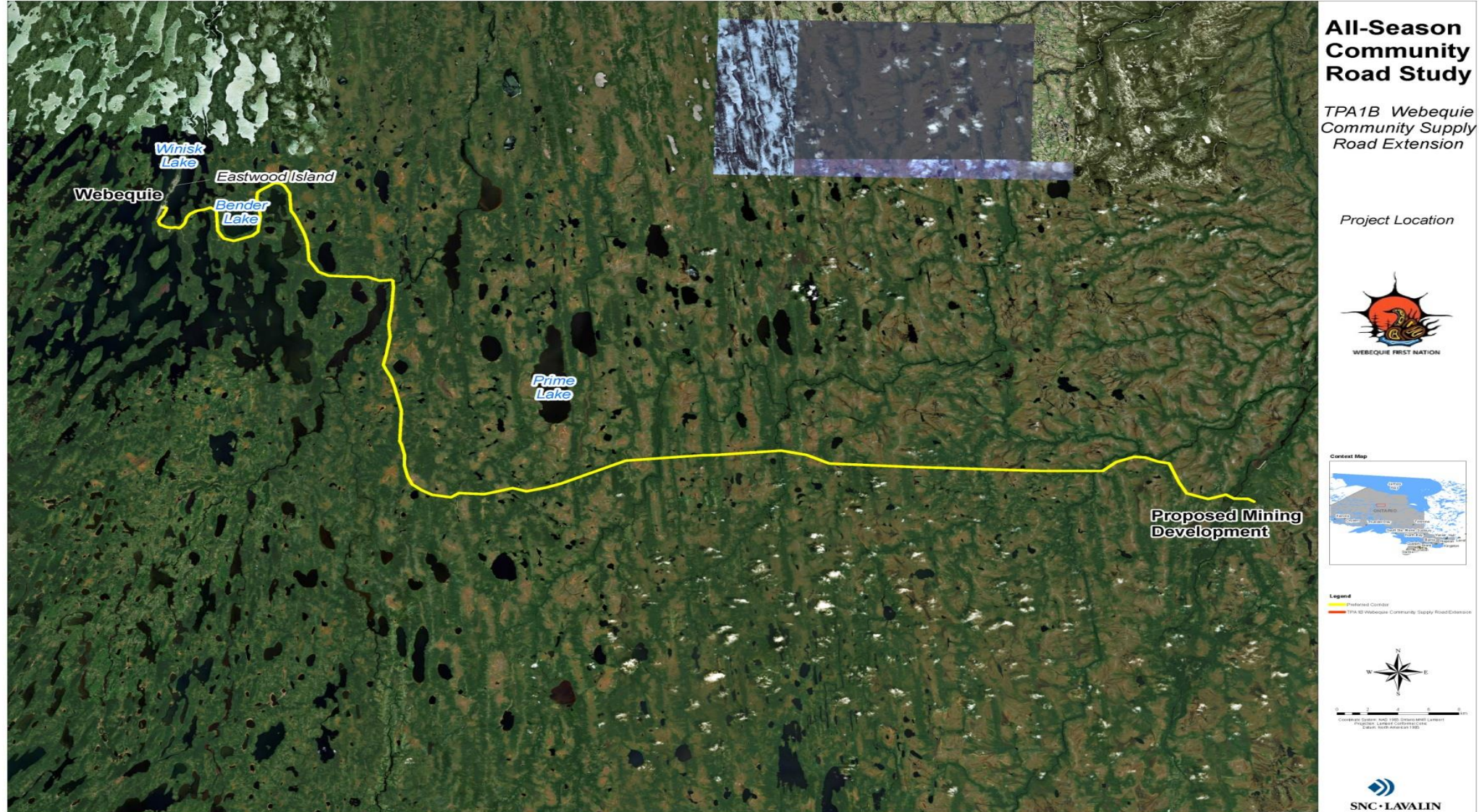


Screening of Alternative Concepts - Webequie Community Input

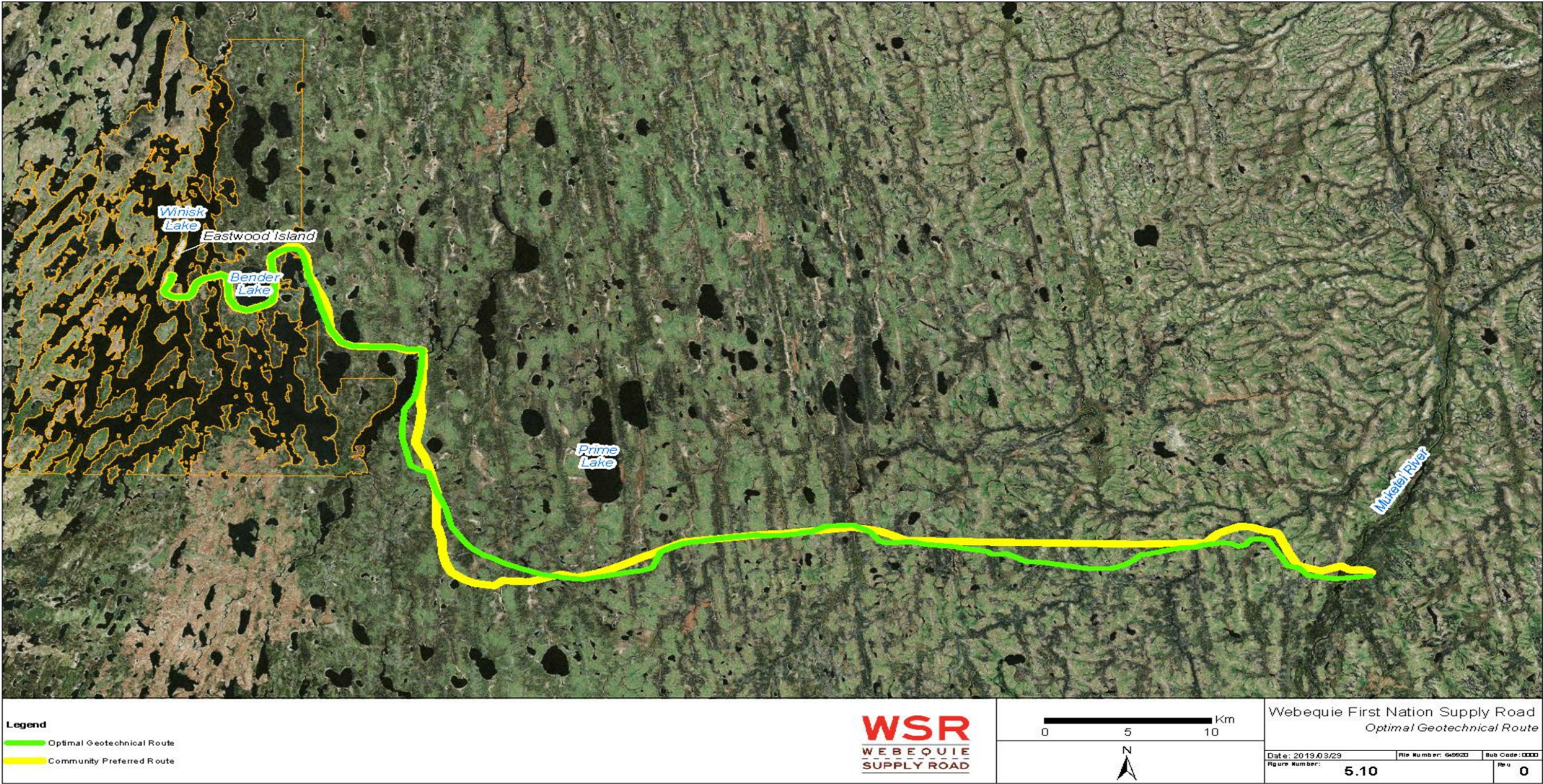
Key factors considered:

- Caribou habitat
- Culturally significant features (natural or built)
- Areas used intensively for traditional activities
- Fish spawning areas
- Seasonal hunting areas
- Moose mating areas
- Community source of spring water

Preferred Corridor Based on Community Input



Best Route Based on Terrain/Soils (in green)



Document Path: I:\66161910 - Webequie First Nation Supply Road\40_Exec\45_GIS_Deign\400\20190319_TPA18_Corridor_Optim\Webequie_Supply_Road_Corridor_micro_atl_raster_to_segments.mxd

Summary

- The Webequie Supply Road Project is a road to the McFaulds Lake mineral exploration and mine development area for WFN economic development purposes, not for proposed mine developments in the Ring of Fire
- The environmental assessment (EA) identifies and evaluates potential environmental impacts and effects of the Project. To do this, a number of technical studies, including gathering Indigenous Knowledge from First Nations communities, will be conducted
- The EA Terms of Reference document is the work plan for the environmental assessment
- While we already know many of the environmental impacts of a project like this and how to control or limit these impacts, we don't know the Project Area as well as you do
- You know the land and have a special connection with the land - we need to hear from you on the EA Terms of Reference
- An approved EA will include both the commitments to building and operating an environmentally sustainable project and how those commitments will be fulfilled, such as environmental monitoring and additional consultation and engagement

Project Timeline

Ongoing

- Consultation with Indigenous Communities

Fall 2019

- Finalize and Submit Terms of Reference to Ministry of Environment, Conservation and Parks (MECP)
- Complete Detailed Project Description and submit to Impact Assessment Agency of Canada

Winter 2020

- Start preparation of Environmental Assessment

WE WANT TO HEAR FROM YOU!

- Provide comments through the Website (www.supplyroad.ca)
- Speak with the Project Team after the presentation
- Fill out a Feedback Form

Principal Contacts for the EA and Engagement:



Michael Fox

Regional Consultation Lead
Webequie First Nation
1000 Chippewa Road
Thunder Bay, ON
P7J 1B6
Tel: 807 472-6147
Fax: 807 577-0404
E-mail: michael.fox@supplyroad.ca

Samson Jacob

Local Consultation Lead
Webequie First Nation
P.O. Box 268
Webequie, ON
P0T 3A0
Phone: 807-353-6531
Fax: 807-353-1218
E-mail: samson.jacob@supplyroad.ca

Don Parkinson

Consultation Lead
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON
M9C 5K1
Tel: 416-252-5315 ext. 52584
Fax: 416-235-5356
E-mail: don.parkinson@snclavalin.com

If you would like to receive a written response to your comments, please provide us with the following information. This information will be kept confidential.

Name:

Address:

Email:

☐

Please check if you wish to be added to the electronic mailing list
(with e-mail provided above)

**PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM WITH THE WEBEQUIE
PROJECT TEAM.**

Meegwetch!

Thank you for taking the time to complete this feedback form.



**WEBEQUIE SUPPLY ROAD PROJECT
INDIGENOUS COMMUNITY MEETING
FEEDBACK FORM #1**

Thank you for your participation at the community meeting of the Webequie Supply Road Project. We value your input and feedback. Comments will become part of the public record with the exception of your personal information.

1) How did you learn about this Community Meeting?

☐

Notice

☐

Word of mouth

☐

Radio

☐

Website

2) What was your main reason for attending this meeting?

☐

Have not heard of this Project

☐

Interested in the Project

☐

Want to ask questions or express my concerns

☐

Want to know how this Project will impact me

3) What are the good things about the supply road?

☐

Employment opportunities

☐

Business opportunities

☐

Training opportunities

☐

Accessibility



**WEBEQUIE SUPPLY ROAD
PUBLIC INFORMATION CENTRE
SUMMARY**

**October 9, 2019
Thunder Bay
2:00pm to 5:00pm and 6:00pm to 9:00pm**

INTRODUCTION

Webequie First Nation (WFN) is conducting an Environmental Assessment (EA) study under the Ontario *Environmental Assessment Act* for the Webequie Supply Road Project, a proposed all-season corridor that will facilitate the movement of materials, supplies and people from the Webequie Airport to the proposed mine development and mineral exploration activities in the McFaulds Lake area of Northwestern Ontario.

A draft Terms of Reference (ToR) for the EA has been prepared and is available for review online as well as at various review locations, including: municipal offices of Thunder Bay, Sioux Lookout, Pickle Lake, Greenstone, and Timmins; Ministry of Environment and Conservation and Parks (MECP) offices in Thunder Bay and Toronto. The draft ToR details WFN's framework and work plan for addressing Ontario's *Environmental Assessment Act* requirements when preparing the EA, including an outline of the studies, evaluation of alternatives to be considered, and consultation activities that will be carried out. A public information centre (PIC) was held during the public review period of the draft ToR in order to receive input, comments, and concerns from the public after issuing the draft ToR for review on September 11, 2019. The PIC was held in an open house format in Thunder Bay, Ontario. Representatives from the Webequie Project Management Team and Consultant Team were available to answer questions and discuss project details.

NOTICE OF PUBLIC OPEN HOUSE

Notice via Newspaper

The Notice of the PIC was published in the *Thunder Bay Chronicle* on October 2, 2019. The newspaper advertisement provided residents and stakeholders with information on how to actively participate in the study, including venue and time for the PIC. The Notice of PIC was also posted on the Project website (<http://www.supplyroad.ca>) and is included in **Appendix A**.

Notice to Indigenous Communities

A letter with the Notice of PIC was sent to Indigenous communities and Indigenous organizations, as listed in Table 1 below:

TABLE 1: LIST OF INDIGENOUS COMMUNITIES AND INDIGENOUS ORGANIZATIONS THAT RECEIVED THE NOTICE OF PIC

Indigenous Communities	Indigenous Organizations
Webequie First Nation Aroland First Nation Constance Lake First Nation Eabametoong First Nation Ginnogaming First Nation Long Lake #58 First Nation Marten Falls First Nation Neskantaga First Nation Nibinamik First Nation Attawapiskat First Nation Fort Albany First Nation Kashechewan First Nation Weenusk First Nation Kasabonika Lake First Nation Kingfisher Lake First Nation Wapekeka First Nation Wawakapewin First Nation Wunnumin Lake First Nation North Caribou Lake First Nation Kitchenuhmaykoosib Inninuwug (KI) Mishkeegogamang First Nation Métis Nation of Ontario – Region 2 Métis Nation of Ontario	Greenstone Métis Council Matawa Tribal Council Mushkegowuk Council Shibogama Council Windigo First Nations Council

Notice to Stakeholders

A letter with the Notice of PIC was sent to stakeholders, as listed in Table 2 below:

TABLE 2: LIST OF STAKEHOLDERS THAT RECEIVED THE NOTICE OF PIC

Stakeholder Group	Organization
Provincial Agencies	Ministry of Environment, Conservation and Parks Ministry of Natural Resources and Forestry Ministry of Energy, Northern Development and Mines Ministry of Community Safety and Correctional Services Ontario Provincial Police Ministry of Economic Development, Job Creation and Trade Ministry of Indigenous Affairs Ministry of Municipal Affairs and Housing Ministry of Tourism, Culture and Sport Ministry of Transportation
Federal Agencies	Impact Assessment Agency of Canada Environment and Climate Change Canada Department of Fisheries and Oceans Crown-Indigenous Relations and Northern Affairs Canada Indigenous Services Canada Transport Canada
Municipalities	City of Thunder Bay

Stakeholder Group	Organization
	Municipality of Greenstone Township of Pickle Lake City of Timmins Municipality of Sioux Lookout
Provincial and Federal Elected Representatives	MP Thunder Bay – Superior North MPP Thunder Bay – Superior North MP Thunder Bay – Rainy River MPP Thunder Bay – Atikokan MPP Kenora – Rainy River MPP – Timmins
Emergency and Medical Services	Thunder Bay Fire Rescue Thunder Bay Police Service Municipality of Greenstone – Fire Services Pickle Lake Fire Department Superior North EMS
Catholic and Public District School Boards	Lakehead District School Board Superior-Greenstone District School Board Thunder Bay Catholic District School Board Superior North Catholic District School Board
Crown Land Tenure and Claim Holders	Noront Resources Ltd. Macdonold Mines Exploration Ltd. Noront Muketei Minerals Ltd. Canada Chrome Corporation Abitibi Royalties Inc. Metalex Ventures Ltd. Aucrest 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.
Interest Groups	Tourism Thunder Bay Thunder Bay International Airport Leuenberger Air Service Nakina Air Service Ltd. Camp Lake St Joseph Osnaburgh Airways Ltd./Pickle Lake Outposts Makoop Lake Lodge Old Post Lodge Oz Lake Lodge & Motel Pickle Lake Hotel White Sands Camp Greenstone Snowmobile Club Thunder Bay Adventure Trails Snowmobile Club North Western Ontario Snowmobile Trails Association Canadian Council of Snowmobile Organizations Federation of Northern Ontario Geraldton Chamber of Commerce Longlac Chamber of Commerce Green Forest Management Greenmantle Forest Inc North of Superior Trapping Association Northwestern Ontario Municipal Association Ontario Parks Association Ontario Recreational Canoeing and Kayaking Association

PUBLIC OPEN HOUSE

The purpose of the PIC was to provide interested parties an opportunity to learn about the environmental assessment (EA) for the Project and review elements of the draft Terms of Reference (ToR). The PIC consisted of an informal drop-in centre with display information about the Project. Project Team representatives were available to share information on proposed studies to be conducted, criteria and indicators for the evaluation of alternatives and project effects, preliminary route alternatives for the all-season road corridor, and future consultation activities and opportunities. Attendees had the opportunity to meet the Project Team, ask questions and provide comments.

Two PICs were held on October 9, 2019 at the Victoria Inn Hotel and Convention Centre between 2:00pm to 5:00pm and 6:00pm to 8:00pm.

Upon arriving at the PIC, attendees were greeted by the Project Team and encouraged to sign-in at the registration table. Communication materials provided at the open house included: 50 copies of the EA and Preliminary Engineering Fact Sheet in Ojibway and English; 50 copies of the ToR Fact Sheet in Ojibway and English; 50 copies of the Community Newsletter in English; 50 copies of Frequently Asked Questions in English; and 50 Community Meeting Feedback Forms. Project Team members encouraged attendees to complete the Feedback Forms and provide any comments and questions at the conclusion of the event to the Project Team. The Feedback Forms and communication materials are provided in **Appendix B**.

Information about the Project was presented using display boards where project information was displayed on boards around the meeting room. Each board contained information about a particular aspect of the Project and EA study.

The Project Team encouraged attendees to provide feedback by speaking to the Project Team, including technical experts, by using the Feedback Form or writing their questions and comments for the comment/question box.

In total, over 35 individuals attended the PICs. Members of the Webequie Project Management Team and Consultant Team were available to answer questions and provide clarification to attendees.

The materials presented at the PIC were also made available at: www.supplyroad.ca



INFORMATION PRESENTED

Display boards provided an overview of the Project, including the coordinated EA process and information regarding the EA and studies to be conducted.

Display boards are provided in **Appendix C** and are outlined below:

- Why Are We Here Today?
- Background Information
- Project Setting – Regional
- Webequie's Three-Tier Approach
- Webequie's Elders' Principles
- Engaging with Indigenous Communities
- Description of the Project – What does the Project include?
- Project Phases and Associated Activities
- Coordinated Webequie-Federal-Provincial EA Process
- What does an environmental assessment consider?
- Baseline Studies
- Preliminary Criteria Indicators for Evaluation – Natural Environment, Socio-Economic Environment, Cultural Environment, Technical Consideration
- Road Design
- Hydrology in Road Design
- What are examples of ways to limit potential environmental effect during design?
- Alternatives Considered
- Alternative Concepts
- Screening of Alternative Concepts – Webequie Community Input
- Preferred Corridor Based on Community Input
- Best Route Based on Terrain/Soils
- Summary
- Project Timeline



SUMMARY OF COMMENTS

Project Team Discussions

Attendees had the opportunity to speak to Project Team members and ask questions about the Project. Table 3 below is a summary of comments received at the PIC.

TABLE 3: COMMENTS RECEIVED AT THE PUBLIC INFORMATION CENTRE

Comment	Summary of Response by Project Team
<p>Noted recommendations previously provided to the Consultant 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 of community education of the EA process and to engage with communities to ensure they understand the EA process and the need for engagement with Indigenous Communities.</p>	<p>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.</p>
<p>Noted that communication materials translated in Ojibway are incorrectly translated.</p>	<p>Project Team member thanked them for their comments and that they will seek a new Ojibway translator to revise the translation of communication materials.</p>
<p>Noted that they have lived around the country and have seen lots of development, both good and bad. Noted 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 were 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.</p>	<p>Project Team member thanked the attendee for their comments. Project Team member noted that the project is following provincial and federal EA requirements and that input from public is important for incorporation into the draft ToR and EA. Project Team member indicated that the route avoids the most sensitive habitat.</p>
<p>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.</p>	<p>Project Team member indicated that fish would still be edible during and after construction and that there will be multiple mitigations in place to ensure that no sediment or other contaminants enters any lake, river, stream or wetland. Project Team member indicated that the access to good fishing area 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,</p>

Comment	Summary of Response by Project Team
	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 for 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.
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, that would run in parallel and be integrating 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 their 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.

Feedback Forms

The Project Team did not receive completed Feedback Forms at the conclusion of the PIC.