



**PROJECT DESCRIPTION EXECUTIVE SUMMARY  
INSECT CONTROL BRANCH HELIPORT RELOCATION**

FINAL

KGS Group 17-0107-016  
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## FIGURES

Figure 1 - Regional Assessment Area

Figure 2 - Site Location

## LIST OF ACRONYMS AND ABBREVIATIONS

Agency	Canadian Environmental Assessment Agency
AMPMM	Asset Management Project Management Manual
BRT	Bus Rapid Transit
CEAA 2012	<i>Canadian Environmental Assessment Act, 2012</i>
City	City of Winnipeg
COSEWIC	Committee on the Status of Endangered Wildlife in Canada
DFO	Fisheries and Oceans Canada
EAP	Environment Act Proposal
ICB	Insect Control Branch
km	kilometre
L	Litre
LAA	Local Assessment Area
m	metre
MBBA	Manitoba Breeding Bird Atlas
MBCA	<i>Migratory Birds Convention Act, 1994</i>
MBCDC	Manitoba Conservation Data Centre
MESEA	<i>The Endangered Species and Ecosystems Act</i>
mm	millimetre
MMF	Manitoba Metis Federation
MSD	Manitoba Sustainable Development
RAA	Regional Assessment Area
SARA	<i>Species at Risk Act</i>
SEWPCC	South End Water Pollution Control Centre
TMP	Transportation Master Plan

## **1.0 GENERAL INFORMATION AND CONTACTS**

### **1.1 NATURE OF THE PROJECT AND PROPOSED LOCATION**

To accommodate future expansion of the City's Bus Rapid Transit (BRT) project, the City of Winnipeg (the "City") is proposing to relocate the existing heliport and Insect Control Branch (ICB) operations base to a City-owned property adjacent to the South End Water Pollution Control Centre (SEWPCC), northeast of 2641 St. Mary's Road (Figure 1). The proposed Project would also include the relocation of another ICB facility from 1539 Waverley Street to the proposed Project site.

The ICB has a long term insect control strategy to reduce the necessity for controlling adult nuisance mosquitoes. Beginning in 2005, a biological based larviciding program was introduced to reduce the City's use of chemical pesticides and reduce reliance on adult mosquito control. The Mosquito Control Program strategy <sup>(1)</sup> is based on: Surveillance; Larviciding; Source Reduction; Public Awareness; and Adulticiding. The ICB uses helicopters to apply granular larvicides and focuses on all known larval development sites within the City of Winnipeg, including public and private property, and up to 12 km beyond the City limits. Larviciding operations are carried out from late-April through September every year from the City's heliport and ICB operations base located at 3 Grey Street. The heliport operates under a Heliport Certificate issued by the Minister of Transport Canada <sup>(2)</sup>.

### **1.2 PROPONENT INFORMATION**

#### **1.2.1 Name of the Project**

The Project name is "City of Winnipeg Insect Control Branch Relocation Project" (the Project).

#### **1.2.2 Name of the Proponent**

The proponent of the proposed Project is the City of Winnipeg, Public Works Department, Insect Control Branch.

### **1.2.3 Address of the Proponent**

The address of the proponent is:

The City of Winnipeg  
Public Works Department  
106-1155 Pacific Avenue  
Winnipeg, Manitoba  
R3E 3P1

### **1.2.4 Chief Executive Officer**

The City of Winnipeg is a municipal government and, therefore, does not have a Chief Executive Officer; as such, refer to the principal contact person identified in Section 1.2.5.

### **1.2.5 Principal Contact Person**

The principal contact person for the Project description, and for environmental matters related to the proposed Project, is:

Mr. Jason Bell  
Parks Capital Projects Manager  
City of Winnipeg, Public Works Department

Address:  
106-1155 Pacific Avenue  
Winnipeg, Manitoba  
R3E 3P1

Phone: (204) 986-4354  
Email: JBell@winnipeg.ca

## **1.3 JURISDICTIONS AND OTHER PARTIES CONSULTED**

Preparation of this Project Description involved staff at the City of Winnipeg, Public Works Department, who provided much of the background information for the existing operation of the ICB. Engagement letters were sent to several First Nations and the Manitoba Metis Federation (MMF) who have lands or interests within the Regional Assessment Area (RAA). Prior to initiation of this Project, the Winnipeg City Council approved the Transportation Master Plan

(TMP), a comprehensive guide to how, when, and where the City's transportation system will be developed in the future. Those engaged in TMP discussions included regulatory bodies, business, transportation, development, Indigenous groups and other key stakeholders.

## **1.4 ENVIRONMENTAL ASSESSMENT & REGULATORY REQUIREMENTS**

### **1.4.1 *Canadian Environmental Assessment Act, 2012***

The proposed Project involves development of a new heliport and associated operations infrastructure on private land owned by the City. The proposed Project, being development of a heliport (an aerodrome), is a designated project under *The Canadian Environmental Assessment Act, 2012* (CEAA 2012). Therefore, the proposed Project may require an environmental assessment under the CEAA 2012, subject to federal and public review of this Project Description under the provisions of that legislation.

### **1.4.2 *The Environment Act (Manitoba)***

The proposed Project involves construction of three single-storey buildings which will serve as a helicopter hangar, base of operations and chemical and biological substances warehouse. The development would be considered a Bulk Materials Handling Facility, a Class 1 development pursuant to the *Classes of Development Regulation* and will require an Environment Act Licence under *The Environment Act* (Manitoba). An Environment Act Proposal (EAP) was submitted to Manitoba Sustainable Development (MSD) on December 4, 2017 and advertised in the Saturday edition of the Winnipeg Free Press on January 27, 2018. The EAP is currently being reviewed and an Environment Act License has not yet been issued for the Project. In addition to the EAP and licensing requirement under *The Environment Act*, provincial permits and approvals will be sought, as required, for construction and operation activities.

### **1.4.3 *Municipal By-Laws***

The legal authority of the various insect control operations undertaken by the ICB is under Section 143 (2) (d) of *The City of Winnipeg Charter Act*. The primary City by-laws that may

apply to the Project include the Pesticide Management By-Law, the Winnipeg Zoning By-Law, the Local Improvement District Procedures By-Law, and the Winnipeg Building By-Law.

#### **1.4.4 Federal Permitting**

The proposed Project is subject to all applicable federal legislation, guidelines, codes and standards including:

- *Aeronautics Act*
- *Canadian Environmental Assessment Act, 2012*
- *Migratory Birds Convention Act*
- *Radio Communications Act*
- *Species at Risk Act.*

#### **1.5 REGIONAL PLANNING CONTEXT**

The Canadian Environmental Assessment Agency (the “Agency”) was contacted regarding the Project and inquiries were made as to whether a regional study under CEAA 2012, section 74, had been conducted. Currently there are no federal regional studies relevant to the proposed Project and there are no known relevant provincial regional studies.



## 2.0 PROJECT INFORMATION

### 2.1 PROJECT OVERVIEW

The existing City of Winnipeg Heliport is owned and operated by the Public Works Department, ICB under Transport Canada Certificate No. 5151-C504. The heliport serves spray equipped helicopters for insect control and Shock Trauma Air Rescue Society (STARS) Air Ambulance helicopters for both medevac and patient transfer flights. On occasion, Winnipeg Police Service helicopters and others may use the heliport with prior permission. The aircraft typically using the heliport is the Hiller 12E/12T, MBB BK-117 or similar aircraft with a maximum overall length of 43.9 ft (13.3m) <sup>(2)</sup>.

As part of a multi-year planning and development project, the City is planning to merge and relocate two existing ICB facilities to a single location at the south end of the City adjacent to the SEWPCC and northeast of 2641 St. Mary's Road (Figure 1). The heliport and ICB headquarters for airborne mosquito larviciding operations currently operates from 3 Grey Street and must be relocated to accommodate future expansion of the City's BRT. The ICB location at 1539 Waverley Street in the City's south end is currently used as the operations base for ICB street level operations such as insect fogging. The Project is not a component of a larger project as defined in the *Regulations Designating Physical Activities* (SOR/2012-147).

The ICB has an agreement in place with the Province of Manitoba to execute a program that targets mosquito species known to be vectors of West Nile virus in Municipalities adjacent to the City. The program includes services such as Mapping and Larval Sampling, Adult Mosquito Surveillance, Targeted Larviciding in the Capital Region, Targeted Adulticiding in the Capital Region (excluding City of Winnipeg) and in other Municipalities and Towns and Villages in Southern Manitoba. A Public Notice for Pesticide Use is advertisement in local newspapers each year indicating that the ICB will be larviciding in adjacent Municipalities.

## 2.2 PROVISIONS OF REGULATIONS DESIGNATING PHYSICAL ACTIVITIES

The proposed Project includes construction of a heliport (an aerodrome) within the City of Winnipeg. Therefore, s. 26(a) of the *Regulations Designating Physical Activities* (the *Regulations*) pursuant to the CEAA 2012 applies:

- s. 26 The construction, operation, decommissioning and abandonment of a new  
(a) aerodrome located within the built-up area of a city or town;

No other provisions of the *Regulations* apply.

## 2.3 PROJECT COMPONENTS AND ACTIVITIES

### 2.3.1 Physical Works Associated with the Designated Project

The proposed Project will include three single-storey buildings: an aircraft hangar; an operations building with attached cold storage; and a warehouse to store pesticide (Figure 2). A single site access road will be constructed along the southern side of the property. The access road will be approximately 7.6 m wide and 300 m long and will be maintained by the City of Winnipeg. Above Ground Storage tanks for fuel will conform to the Canadian Council of Ministers of the Environment's "Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products." The proposed development will be connected directly to the City's municipal water and wastewater systems.

### 2.3.2 Operations and Maintenance Activities

The proposed Project will be operated and maintained in much the same way as at the two existing ICB facilities. The heliport will primarily be used during the pesticide spraying period from mid-April to mid-September, between sunrise and sunset. Flight frequency will vary depending on environmental conditions, particularly rain. Chemical and biological substances will be received and stored in the warehouse until they are needed for operations. During pesticide application operations, helicopters will be fueled, and spray equipment loaded with pesticides, while on site. Application of pesticides will occur in areas currently under the purview of the ICB, and following application helicopters will return to the heliport for refueling and reloading.

### **2.3.3 Anticipated Size and Capacity of the Designated Project**

The aircraft hangar will be approximately 7,500 sq ft and designed to store four helicopters. The preliminary design indicates that there will be four helipads to accommodate the aircraft (Figure 2). The operations building will be approximately 16,000 sq ft and include office and meeting space, three maintenance garage bays and washrooms, change rooms and shower facilities for ICB personnel. A wash bay will be included in the maintenance area and will have a slot drain with a sediment interceptor. The storage warehouse will be approximately 7,500 sq ft with capacity to hold up to 168 pallets containing a variety of chemical and biological substances. The warehouse will be constructed from building materials and to standards and construction requirements conforming to provincial and national building codes and will adhere to the Manitoba Sustainable Development (MSD) Information Bulletin, "Recommendations for Pesticide Storage Facilities."

### **2.3.4 Project Components that are Expansions**

The Project will merge two existing facilities into one location and is not considered to be an expansion.

### **2.3.5 Activities Incidental to the Designated Project**

Planned activities that are incidental to the construction of the Project include:

- Construction of a permanent site driveway and parking areas;
- An overland drainage system using sheet drainage, ditching and culverts;
- Sanitary sewer tying-in to City of Winnipeg mains;
- Potable and fire water supply systems;
- Geothermal heating / cooling systems;
- Airside concrete aprons / taxiways; and
- Electricity and telecommunications service connections.

These elements of work will be performed by consultants and contractors engaged by the City of Winnipeg. The City will be the owner by contract, and will have the ability to direct or

influence all elements of design and construction. The activities benefit the proponent solely at this time and will conform to relevant federal/provincial regulators such as Transport Canada and Manitoba Sustainable Development.

During operations, STARS, as a contracted user, is responsible for snow clearing, as required, subject to the conditions of their user contract with the City of Winnipeg. The primary intent of the City of Winnipeg Heliport is to provide a safe heliport for all approved users.

## **2.4 EMISSIONS, DISCHARGES AND WASTES**

### **2.4.1 Atmospheric Contaminant Emissions**

During construction, atmospheric emissions, including greenhouse gases, will predominantly be the result of combustion emissions from the construction vehicles, equipment and machinery. Vehicle emissions will include sulphur dioxide, nitrous oxides, carbon dioxide, and particulate matter. Construction activities may also result in localized emissions of airborne dust. During operations, localized atmospheric emissions can be expected due to combustion emissions from vehicles and aircraft. The amount of combustion emissions due to road traffic will increase a small amount in the local area due to increased traffic accessing the Project site; however, there will be no increase in emissions beyond what is produced by existing operations. Vehicle and aircraft emissions are unlikely to exceed Manitoba's air quality guidelines. During operations there will be some localized dust generated during helicopter take-off and landing. The areas around the helipad will be planted with grass and the helipads themselves will be paved in order to minimize the disturbance of dust and debris.

Carbon Dioxide equivalency (CO<sub>2</sub>e) produced by construction activities has been estimated based on fuel-use on a similar size construction project. The United States Environmental Protection Agency Greenhouse Gas Equivalencies Calculator<sup>(3)</sup> was used to estimate that pre-construction and construction activities would consume approximately 168,000 L of fuel, producing approximately 374,405 kg of greenhouse gas emissions. Annual CO<sub>2</sub>e produced from Project operations based on the vehicle and helicopter fuel consumption during previous years' operations activities is estimated to be 727,295 kg/year on average.

## 2.4.2 Liquid Discharges

There are no processing streams that would result in liquid discharges, however, accidental releases and unplanned discharges of liquids may occur associated with activities involving the operation of equipment, motor vehicles, and aircraft. During construction, the contractor will be required to control runoff of water containing harmful substances. Re-fueling areas will be designated during construction activities and will be situated a minimum of 100 m from water and contained to prevent any run-off. Contractors will comply with Manitoba Regulation 188/2001 respecting “Storage and Handling of Petroleum Products and Allied Products” and transportation of petroleum will be in accordance with the *Dangerous Goods Handling and Transportation Act*. In the event equipment must be refueled outside of a designated area, the fuel will be transported in approved containers and absorbent pads/ground sheets will be used.

A spill control plan including typical cleanup procedures, communication requirements and subsequent reporting will be established prior to construction activities. This spill response plan will require spills to be immediately contained and cleaned up so there is no potential run-off of contaminants. In the event of a spill on the ground the entire affected area will be cleaned up and all soil with contaminant levels exceeding the applicable criteria will be appropriately disposed of at a licenced soil recycling facility. If affected soil is to be stored on site for any time a designated storage area will be identified and prepared to prevent further effects to other soil in the area.

During operations, loading and unloading facilities and the biological substances storage warehouse will have secondary containment including a liquid tight floor (Chemical Resistant Epoxy) and will be sloped or curbed to prevent overflow. Helicopter fueling and pesticide loading areas will include reverse grading as a containment measure to prevent movement of fuels and other contaminants from migrating toward drainage ditches. A catch basin will be put in place to collect contaminant spills in these areas.

In the event of a fire, firewater will be retained in the secondary containment area and tested to assess potential disposal options. MSD will be contacted and approval will be obtained for the proposed disposal option prior to implementation. A plan for containing, handling, monitoring,

storing, treating and disposing of contaminated water in the event of a response to a fire, leak or discharge will be completed prior to operation.

### **2.4.3 Types of Waste and Disposal Plans**

Non-hazardous domestic solid waste will be collected in appropriate on-site containment for later transport to the City of Winnipeg Brady Road Resource Management Facility. Waste petroleum products (e.g., lubricants, oils, greases) from construction vehicles and equipment will be collected and stored in designated areas and containers until they can be removed from site for recycling or disposal through a licensed waste disposal/treatment company.

Solid, liquid and hazardous wastes will be collected, stored, transported, disposed of and/or treated in accordance with *The Environment Act*, *The Dangerous Goods Handling and Transportation Act* and *The Transportation of Dangerous Goods Act*. Impacted soil from hydrocarbon spills will be assessed and any soil determined to be contaminated will be managed on-site or removed to an approved treatment site.

## **2.5 PROJECT PHASES AND SCHEDULING**

### **2.5.1 Anticipated Scheduling**

Studies are underway to determine the feasibility of moving the heliport and ICB operations and to complete a business case that will be used to refer the proposed Project to the City's capital project review process. The Project could be reviewed in 2018 for funding consideration relating to the final design in 2019. Pending funding, it would take a year to complete design drawings, specifications, Class 1 cost estimate, and bid document preparation. If approvals are in place and funding is approved, construction would likely begin sometime in 2020. The construction phase would require an estimated period of 18 months. As the Project is linked to the City's BRT project, development of the Project may be affected by the schedule of the BRT project. At this point, final design and construction funding have not been identified.

## **2.5.2 Main Activities in Each Phase of the Designated Project**

The proposed Project will be carried out in four main stages as follows:

- Planning and Design (estimated to be completed in the third quarter of 2019);
- Pre-construction (estimated to begin in the first quarter of 2020);
- Construction (estimated to begin in the third quarter of 2020); and
- Operation and Maintenance (estimated to begin in the second quarter of 2022).

There are no plans to decommission or abandon the proposed Project as it will provide long-term benefit to residents of the City of Winnipeg and surrounding areas, however, should the facility be decommissioned, the site would be characterized and decontaminated as needed. Regular maintenance activities at the facility will include grass cutting in summer and snow removal in the winter months. A maintenance plan for the new facility has not been developed at the current time but will be completed prior to operation. Decommissioning of the existing facilities is outside of the scope of the proposed Project.

## **2.5.3 Planning and Design**

Planning and design for the proposed Project involves determining if the selected site is suitable for the design purpose. In fall 2017, KGS Group conducted geotechnical investigations, an environmental assessment, flood protection assessment, Phase I Environmental Site Assessment, and hydrogeological testing to assess feasibility of the proposed site. Preliminary architectural design and drawings have been drafted and preliminary municipal servicing options are being considered.

## **2.5.4 Pre-Construction**

During the pre-construction stage, detailed design will be completed and an Environmental Protection Plan will be finalized. Equipment, machinery, vehicles, construction materials and supplies including fuel, if necessary, will be transported into the proposed Project site. A minimal amount of clearing will be required along St. Mary's Road prior to construction of the Project. Clearing will consist of the removal and disposal of trees and shrubs to the City of Winnipeg Brady Road Landfill. The proponent recognizes there may be impacts to migratory birds due to

tree clearing activities and will observe timing windows prescribed by Environment and Climate Change Canada which publishes technical information on general nesting periods to support the planning of activities in order to reduce the risk of detrimental effects to migratory birds. Clearing procedures will abide by the federal requirements for avoiding disturbance to migratory birds and adhere to provisions of *The Migratory Birds Convention Act 1994* (MBCA). Clearing would be performed during the pre-construction phase, January to March 2020, in accordance with this restriction.

### **2.5.5 Construction**

A temporary laydown area will be established at the site by the construction contractor to store construction vehicles, equipment and machinery, construction materials and supplies. This area may be fenced and site security will be provided, as required. Petroleum products will be stored in double-walled tanks in accordance with the National Fire Code of Canada and *The Dangerous Goods Handling and Transportation Act*. Initial phases of construction will include contouring and levelling to provide drainage control and erosion protection, excavation for buildings, excavating and/or directional drilling for utilities, placing fill, pouring concrete, grading and re-vegetation as needed. Measures required to mitigate the effects of construction of the proposed Project on migratory birds will be implemented as required and the proponent will perform due diligence to reduce disturbance.

### **2.5.6 Operation and Maintenance**

Operation and maintenance activities for the completed heliport and ICB operations base will include those activities outlined in Section 2.3.2 as well as grass cutting and snow removal. Should it be required, Section 28 of the MBCA addresses permits that may be issued by the Minister of the Environment to remove migratory birds at the heliport that are considered to be a danger to aircraft.



## **3.0 PROJECT LOCATION**

### **3.1 LOCATION DESCRIPTION**

The Project site is located on the southern outskirts of the City of Winnipeg.

#### **3.1.1 Coordinates**

Coordinates for the proposed Project are as follows:

Latitude: 49°47'18.42"N  
Longitude: 97° 6'57.90"W

#### **3.1.2 Site Maps/Plans**

The Project site is located on the southern border of the City of Winnipeg which resides on Treaty 1 First Nations territory and the homeland of the Métis people. The location of the proposed Project is shown on Figure 1 and Figure 2. The Project will be developed on private land owned by the City of Winnipeg and does not directly affect any First Nation reserve lands. The RAA is defined as 12 km beyond the boundaries of the City of Winnipeg, and corresponds to those areas subject to pesticide treatment by the ICB during existing operations. No federal lands will be affected by Project construction or operation. First Nations lands within the RAA are held by Brokenhead Ojibway Nation, Long Plain First Nation, Manitoba Metis Federation, Roseau River Anishinabe First Nation and Swan Lake First Nation. Every other reserve in Canada is outside of the RAA.

#### **3.1.3 Map of Regional Assessment Area**

The RAA for the proposed project extends 12 km beyond the administrative limits of the City and corresponds to those areas subject to pesticide treatment by the ICB during existing operations (Figure 1). No federal lands will be affected by construction or operation of the proposed Project.

### **3.1.4 Proximity of Designated Project**

A review of aerial photographs indicated that the proposed Project site and surrounding lands to the north, east, and southeast have been used for agricultural purposes since at least 1950. The proposed Project site is currently owned by the City of Winnipeg. The property is bordered by agricultural land to the north, east, and southeast, residential properties to the west, and Ron Paul Garden Centre to the south. The nearest three residential properties are approximately 200 m, 300 m, and 362 m from the proposed site.

Federal sites within the RAA and the distance to the project site include the Forks National Historic Site (11 km north), the former Kapyong Barracks (10 km northwest) and the Royal Canadian Mint (8 km northeast). The Project site is approximately 140 km from the Ontario border, 80 km from the border of the United States of America and 310 km from the Saskatchewan border. Those reserve lands as well as lands currently held by Indigenous peoples within the RAA are identified on Figure 1. The Project site is within lands considered to be the traditional homeland of the Métis people. It is unknown if there are other lands used for traditional purposes in the RAA and there are no anticipated off-site effects from the Project that would impact lands or resources currently known to be used for traditional purposes.

## **3.2 LAND AND WATER USE**

The proposed Project will be constructed on City-owned land and will be owned and operated by the City of Winnipeg as it is presently operated. The proposed Project will have no effect on local surface water resources as operations procedures maintain appropriate buffers around waterbodies according to the pesticide being applied. Groundwater may be used in an open-loop geothermal system for heating and cooling.

### **3.2.1 Zoning Designations**

The land where the proposed Project would be developed is zoned Rural Residential 5. The City will apply to the Zoning and Permits Branch of the City's Planning, Property and Development Department to have the project site rezoned appropriately prior to construction. Within the RAA, there are designated provincial lands including Duff Roblin Provincial Park,

Beaudry Provincial Park, Hyland Provincial Park, Memorial Provincial Park, River Road Provincial Park, Trappist Monastery Provincial Park and Upper Fort Garry Heritage Provincial Park (Figure 1). There are no Ecological Reserves, Provincial Forests and Park Reserves and Wildlife Management Areas within the RAA.

### 3.2.2 Legal Description

The registered owner of the property proposed for construction of the Project is the City of Winnipeg, under Title Number 1604659. The subject property is located on the SEWPCC lands, which are legally described as:

#### Certificate of Title No. 1604659:

Parcels A and B Plan 10523 WLTO  
Exc Out of Said Parcel A Firstly: Public Road Plan 32896 WLTO and  
Secondly: Parcel Plan 36488 WLTO  
In RL 151 to 155 and 157 to 159 Parish of St Norbert

### 3.2.3 Land and Resource Use

The proposed Project site is privately owned land and as the owner of mineral rights beneath the property is not explicitly noted on the Status of Title it is assumed to be The City of Winnipeg, as the land owner.

The City is considering using geothermal energy to heat and cool the proposed Project buildings, however, the system would be an open loop type and would not reduce the availability of groundwater as a resource. Annual water consumption is not expected to increase as a result of the facility relocation. During operations, the facility ICB obtains potable water from the City of Winnipeg. An average Daily Water Demand of 22,500 L/day was calculated for the peak operating window (summer), assuming 300 employees and design flow of 75 L/day per employee (typical design flow for industrial buildings with showers). An average Daily Water Demand of 2,250 L/day was calculated for the reduced operating window (winter), assuming 30 employees and design flow of 75 L/day per employee <sup>(4)</sup>. Water usage during ICB insecticide application operations in 2016 was estimated to be 618,480 L and in 2017 was estimated to be

367,500 L. During operations water is predominantly used off-site to mix with concentrated insecticide and is obtained from water hydrants throughout the City.

### **3.2.4 Land and Resources Used for Traditional Purposes**

Within the City of Winnipeg, there are four parcels of land identified as belonging to First Nations communities (Figure 1) and several other First Nations communities within 100 km of Winnipeg. It is unknown if there are lands used for traditional purposes in the RAA. There are no anticipated off-site effects from the Project that would impact lands or resources currently known to be used for traditional purposes. The site where the Project will be developed is private land owned by the City of Winnipeg and currently used for agriculture. The Project site will be fenced and would not allow for the practice of traditional activities by Indigenous peoples. When applying pesticide, the ICB uses buffers around waterbodies and will therefore not have affect surface water or fishing rights.

## **4.0 GOVERNMENT INVOLVEMENT**

### **4.1 FINANCIAL SUPPORT**

The cost for construction and operation of the proposed Project will be borne by the City of Winnipeg. There is no proposed or anticipated federal financial support for the Project at this time.

### **4.2 FEDERAL LAND**

The proximity of federal lands to the project site is noted in Section 3.1.5. No federal land will be used for the purpose of carrying out the Project; no granting of interest in federal land through easement or transfer of ownership.

### **4.3 FEDERAL PERMITS, LICENSES AND AUTHORIZATIONS**

Operation of the heliport is governed by the *Aeronautics Act* and approvals from Transport Canada will be required as the City of Winnipeg Heliport is operated under Transport Canada Certificate No. 5151-C504 in compliance with the *Canadian Aviation Regulations*, CAR 305 and CAR 325<sup>(2)</sup>. A Land Use application will need to be filed with NAV Canada for the proposed Project. Operation of radio communication equipment will be regulated by the *Radio Communication Act*. Aspects of the *Migratory Birds Convention Act, 1994* (MBCA) and the *Species at Risk Act* (SARA) that may apply to the Project are described below.

#### **4.3.1 *Migratory Birds Convention Act, 1994***

The proponent will adhere to provisions of MBCA. Measures required to mitigate the effects of the proposed Project on migratory birds will be implemented, as required under the MBCA, and the proponent will perform due diligence to reduce disturbance. In order to avoid disturbance to nesting migratory birds, pre-construction tree clearing activities along St. Mary's Road will take place between January and March.

#### **4.3.2 *Species at Risk Act***

The proposed Project site is located within Manitoba Breeding Bird Atlas (MBBA) Square No. 14PA31 where several bird species protected under SARA have been recorded. No other species protected under SARA are known to be located at the Project site. Preventing bird collisions with aircraft may require that the nests of some protected species be moved in accordance the SARA permits, regulations and guidelines.

## 5.0 ENVIRONMENTAL EFFECTS

### 5.1 BIOPHYSICAL SETTING AND EFFECTS

Environmental effects were identified from interactions between Project activities and environmental components. During construction, and operation and maintenance of the proposed Project best management practices will be implemented.

#### 5.1.1 Climate and Air Quality

Winnipeg is located in the Winnipeg Ecodistrict which occupies most of the southeastern portion of the Lake Manitoba Plain Ecoregion within the Prairies Ecozone <sup>(5)</sup>. The mean monthly air temperature in Winnipeg ranges from approximately 19.7°C in July to -16.4°C in January. The average annual precipitation is approximately 521 mm, with 419 mm falling as rain, primarily in the months of June, July and August <sup>(6)</sup>. No new air quality data have been collected for this Project, however, the province of Manitoba reported greenhouse gas emissions of 1,822 kt in 2016 <sup>(7)</sup>. The most recent Air Quality Data for the City of Winnipeg (2013) was obtained from the Air Quality Working Group of Manitoba Sustainable Development and no air quality parameters analyzed were above the Maximum Desirable Level.

Construction activities may result in temporary increases in fugitive dust levels, greenhouse gases and vehicle emissions in the local area during construction. Construction effects will be short term, isolated to the Project site and unlikely to exceed Manitoba's air quality guidelines. The estimated CO<sub>2</sub>e produced during the construction period is roughly equivalent to 50% of the greenhouse gas emissions produced by operation of the Project annually. There will be no change in the operation of the facility and therefore no change in operational effects within the RAA. Existing operations annually produce an average of 727,295 kg of CO<sub>2</sub>e, less than 0.01% of the greenhouse gas emissions produced annually in Manitoba. Increased levels of sulphur dioxide, nitrous oxides, carbon dioxide, and particulate matter and other pollutants may occur as a result of vehicle emissions and increased volatile organic carbon (VOC) levels may occur from fuels and other hazardous substances used during construction activities. Project vehicles will use low sulphur fuels and it is unlikely that Manitoba's air quality guidelines would be exceeded

during any of the work associated with the proposed project. The potential adverse effects on air quality in the local area from vehicle emissions were assessed to be minor.

### 5.1.2 Noise

Existing noise levels in the areas immediately surrounding the proposed Project site are typical of commercial, agricultural and residential activities. Sources of noise identified for the Project area include:

- Vehicle traffic associated with the Trans-Canada Highway;
- Commercial traffic and operations associated with Ron Paul Nursery;
- Agricultural equipment use and practices from fields neighboring the Project area; and
- Human activities from nearby urban and rural areas.

Noise in the local area will increase during construction due to operation of machinery, and during operations helicopter activity will contribute to the noise in the area. There will be an overall reduction in the number of people affected by helicopter noise due to the lower number of residences near the proposed Project site. The potential adverse effects of increased noise levels in the local area were assessed to be minor.

### 5.1.3 Soils and Geology

The soil profile in the Winnipeg area consists of an upper complex zone approximately 3 m in thickness consisting mainly of stratified silty clay and silt, with varying amounts of alluvial silts and sands and man-made fill <sup>(8)</sup>. High plasticity silty glaciolacustrine clays are found between the complex zone and the glacial till that occurs 12 m to 15 m below grade <sup>(9)</sup>. The underlying bedrock is encountered at approximately 18 m to 21 m below ground surface and consists of Red River Formation limestone and dolomite <sup>(10, 11)</sup>. The Red River Formation is approximately 100 m thick and is underlain by shale and sandstone deposits of the Winnipeg Formation <sup>(8)</sup>.

Soils in the Project area may become contaminated from accidental spills or releases of hazardous substances (fuels, pesticides, etc.) and waste during construction and operation. The contractor will be required to maintain a spill control plan in the work area at all times that



includes procedures, instructions and reports to be used in event of an unforeseen spill of a regulated substance. The pesticide loading process for the helicopters produces some very minor granular spills, which are confined to the asphalted area and are cleaned up immediately. Should a spill occur within the warehouse, it would be contained within the facility and cleaned up with no impact to soils. The potential adverse effects of the Project on soil quality during construction were assessed to be minor and during operation were assessed to be negligible.

#### 5.1.4 Groundwater

The regional hydrogeology of the Winnipeg area consists of two main hydrostratigraphic units: bedrock aquifers and overlying unconsolidated sediments. The silty clay and glacial till deposits overlying the bedrock in the Winnipeg area tend to have low hydraulic conductivities and thus act as an aquitard, restricting groundwater flow<sup>(8)</sup>. The bedrock beneath Winnipeg has three defined aquifers. The Upper and Lower Carbonate Aquifers are found within the Red River Formation. The Upper Carbonate Aquifer is located within the upper fractured limestone and dolomite bedrock of the Red River Formation and is considered a source of potable water. The Lower Carbonate Aquifer, located in a fractured zone within the lower part of the Red River Formation, has limited use in the Winnipeg area as the water quality is generally poor and the quantity of water available is not as great as in the Upper Carbonate Aquifer. The Winnipeg Formation Aquifer, also called the Sandstone Aquifer, is the deepest and is generally not used as a source of potable water as the water is too saline<sup>(12, 13)</sup>. The City obtains potable water from Shoal Lake at the Manitoba-Ontario border via the Winnipeg Aqueduct.

Groundwater in the Project area may become contaminated from leaks, accidental spills, or releases of hazardous substances and waste during construction and operations. Any spills that may occur during construction would be immediately cleaned up according to the construction contractor's spill response plan. Spills that may occur in the warehouse during operations would be contained within the facility and cleaned up. As the helipad and operations yard are asphalted, any spills during operations would be prevented from seeping into the underlying soils. The potential adverse effects on groundwater quality were assessed to be negligible.

### **5.1.5 Surface Water**

The Red River is the nearest water body and is located approximately 400 m north of the proposed Project site. The river meanders northward from the City and empties into Lake Winnipeg. Major tributaries of the Red River include the Morris, La Salle, and Assiniboine rivers which flow from the west and the Roseau, Rat, and Seine rivers which flow from the east. The northwestern part of the Winnipeg Ecodistrict is part of the Assiniboine River drainage division, while the remainder is part of the Red River drainage division. Both are part of the Nelson River drainage system. Spring floods of the Red River are controlled by the Red River Floodway which diverts water around the City.

Surface water may become contaminated from leaks and accidental spills or releases of hazardous substances. Clean surface run-off will be directed toward the ditch along St Mary's Road and will eventually discharge into the Red River. As described in Section 2.4.2, during construction fuels and hazardous materials will be used in designated areas situated a minimum of 100 m from water and contained to prevent any run-off. In addition, any spills will be immediately contained and cleaned up to prevent any contaminant run-off. During construction, the contractor will be required to control run-off of water containing harmful substances. A spill control plan including procedures, instructions and reports to be used in event of an unforeseen spill of a regulated substance shall be maintained in the work area at all times. Any spills during operations would be contained and cleaned up appropriately and would be unlikely to run-off from the site. Site design including grading, curbs and catch basins will prevent any potential contaminant run-off from entering surface water. In the event of a fire in the warehouse, firewater will be retained in the secondary containment area of the building and tested to assess potential disposal options. MSD will be contacted and approval will be obtained for the proposed disposal option prior to implementation. The potential adverse effects on surface water were assessed to be negligible.

### **5.1.6 Vegetation, Mammals, Reptiles and Amphibians**

The Biodiversity Information Manager at the Manitoba Conservation Data Centre (MBCDC) completed a search of the MBCDC rare species database and found no occurrences of federally listed plant species at risk within the proposed Project site. The proposed Project site

is presently an agricultural field with some deciduous trees, primarily trembling aspen and oak, and shrubs along St. Mary's Road. The sparse natural vegetation consists mostly of typical weedy species. The ditch along St. Mary's Road supports bulrush and wetland grasses. The majority of mammals that may be found within the patches of forest within and around the City are those adapted to human disturbance including small omnivores, white-tailed deer and the occasional fox <sup>(5)</sup>. Within the RAA one plant, one reptile and one amphibian species at risk have been identified. The plant Western Silvery Aster is designated as Threatened SARA and is found in well-drained calcareous (alkaline) soils in dry prairies and fields, glacial sand and gravel deposits, dry banks and open oak savannas. The snapping turtle is designated as Special Concern under the SARA and may be found in slow-moving water with a soft mud bottom and dense aquatic vegetation within the RAA. The northern leopard frog is designated as Special Concern under SARA and may be found in shallow ponds and moist environments in shrubby and wooded areas within the RAA.

Removal of naturally occurring vegetation and altering the local environment may impact the habitat of species at risk and other wildlife. The Project site is presently an agricultural field with no ponds and it is unlikely that any wildlife sensitive to human disturbance are present. There are no species found at the project site listed under SARA in the risk categories of extirpated, endangered, threatened and of special concern. The potential adverse effects on vegetation, mammals, reptiles and amphibians were assessed to be negligible to minor.

## 5.2 POTENTIAL CHANGES IN THE ENVIRONMENT

Potential effects of the proposed Project on biophysical components of the environment were identified and assessed in Section 5.1. Those changes that may be caused as a result of carrying out the proposed Project on fish and fish habitat (as defined in *The Fisheries Act*); aquatic species (as defined in the *Species at Risk Act*); and, migratory birds (as defined in the *Migratory Birds Convention Act, 1994*) are noted below.

### 5.2.1 Fish and Fish Habitat

The Red River is known to support habitat for approximately 70 species of fish. The only rare aquatic species known to be present in the RAA is the Mapleleaf mussel which is designated as

Endangered under SARA. The Mapleleaf is usually found in medium-to-large rivers with slow-to-moderate currents and firmly packed sand, coarse gravel or clay/mud bottoms (substrates) but records indicate that the species has not been encountered in the Red River near the Project site. The linkage between the project site and fish bearing surface water such as the Red River is indirect. The potential effects of the proposed Project on surface water were assessed to be negligible as the contractor will have a designated fueling area and spill response plan with spills immediately contained and cleaned up to prevent any contaminant run-off during construction and site design elements including curbing, grading and catch basins will prevent the run-off of contaminants during operations. The potential adverse effects on fish, fish habitat and aquatic species, including species at risk, would be negligible.

### 5.2.2 Migratory Birds

Bird habitat in the RAA includes tree and shrub areas, open fields and ditches. No Important Bird Areas are present within the RAA, with the nearest located at Oak Hammock Marsh, approximately 30 km north of Winnipeg. Environment and Climate Change Canada publishes technical information on general nesting periods to support the planning of activities in order to reduce the risk of detrimental effects to migratory birds<sup>(14)</sup>. Winnipeg falls into Zone B4 where the general nesting period for migratory birds is mid-April to late-August for nesting zone B4. A total of 94 bird species have been recorded within MBBA Square No. 14PA31<sup>(15)</sup>. The MBCDC indicated that of those species identified in Square No. 14PA31, 12 are protected under *The Manitoba Endangered Species and Ecosystems Act (MESEA)*, or SARA.

Migratory bird nesting habitat may be affected by construction of the proposed Project. Although several migratory bird species have been recognized in Square No. 14PA31, the preferred nesting habitat of most identified species is not present at the project site. The potential effects on migratory birds posed by tree clearing during construction were assessed as negligible. The proponent recognizes that there may be impacts to migratory birds due to tree clearing activities and will observe timing windows prescribed by Environment and Climate Change Canada which publishes technical information on general nesting periods to support the planning of activities in order to reduce the risk of detrimental effects to migratory birds. Clearing would be performed during the pre-construction phase, January to March 2020, in accordance with this restriction. During operations, migratory birds may be affected by noise, vibration, vehicle emissions and

vehicular strikes. The proposed project involves the relocation of an existing facility within the City and there will be no change in effect from the current condition. In addition, the proposed Project site is within the City of Winnipeg and is already subject to vehicle emissions, noise and vibration from existing industrial and commercial developments. The impacts to migratory birds during operations were assessed as minor. Destruction of active migratory bird nests will be avoided, as required under the MBCA, however, if removal of nests is deemed necessary during operations due to threats to aircraft, the procedures described in Section 28 of the MBCA will be followed.

### **5.3 POTENTIAL CHANGES ON FEDERAL AND ADJACENT LANDS**

Project activities are not expected to cause any changes to federal lands. The proposed Project will be located on private land and is not likely to have any adverse effects on Indigenous communities. The proposed Project will not cause any changes to the environment in a province other than Manitoba, or outside of Canada. During construction and operations, greenhouse gas and vehicle emissions from the proposed Project are unlikely to exceed Manitoba's air quality guidelines and will therefore have a negligible effect on federal and adjacent lands.

### **5.4 POTENTIAL EFFECTS ON ABORIGINAL PEOPLES FROM ENVIRONMENT CHANGES**

The proposed Project involves the relocation of an existing facility within the City of Winnipeg and will be constructed on land currently used as an agricultural field and owned by the City. The development will be fenced for safety reasons and to prevent public access. There is no known current traditional usage by Indigenous peoples of lands adjacent to the Project site. During operations, helicopters will operate between sun-up and sun-down; however, flight frequency will be dictated by environmental conditions, predominantly rainfall. Additionally, relocating the facility to the outskirts of the City, with the nearest residential property approximately 200 m away, will reduce the number of residents exposed to increased noise from operations. When applying pesticide, the ICB uses buffers around waterbodies which will mitigate effects of operations on surface waterbodies, fish and fish habitat.

The City of Winnipeg is built on Treaty 1 First Nations land within the traditional homeland of the Métis people. The area in and around the City has known use by members of the MMF for

fishing, hunting, trapping, and cultural purposes. In 2012, the Government of Manitoba and the MMF signed a Métis Harvesting Agreement which designated a Métis Natural Resource Harvesting Zone which extends from the Southeast of Manitoba to north of Lake Winnipeg between Lake Winnipeg and the Saskatchewan border.

The land selected for the proposed development is within the boundaries of the City where municipal by-laws prevent hunting and trapping activities. It is therefore unlikely that the proposed Project will have any effect on traditional activities as a result of potential changes to the biophysical environment, including effects on fish and fish habitat, vegetation, and wildlife resources, which could affect harvesting patterns and/or harvesting success. Residual adverse environmental effects are unlikely and impacts to traditional activities as a result of the proposed Project are unlikely.

The Heritage Resources Registrar at the Manitoba department of Culture, Heritage, and Tourism, Historic Resources Branch examined Branch records and indicated that there are no known archaeological or heritage resources at the Project site. In the event of a discovery of an archaeological/heritage resource during construction, activity at that section of the project will be temporarily postponed and the area cordoned off until the item encountered can be examined by an appropriately trained individual. The effects of the project on archaeological/heritage resources was assessed as negligible.

There are no Indigenous land holdings near the project location. The potential effects to Indigenous peoples due to vehicle emissions, noise levels and vibrations as a result of the proposed Project were assessed as negligible. The facility contributes positively to the employment and economy within the City of Winnipeg and the continued operation, while at a different location, will not change the current employment opportunities or the economy in the local and surrounding area.

## **6.0 ENGAGEMENT AND CONSULTATION WITH ABORIGINAL GROUPS**

Engagement with Indigenous groups (First Nations and Métis) was undertaken following the initiation of the proposed Project. It is anticipated that local communities and other interested stakeholders, including Indigenous groups, will be consulted about the development of the heliport (an aerodrome) by the City of Winnipeg as part of their standard practices for projects of this scale. As the proposed Project is still in the early stages the following is a list of typical engagement topics which may be addressed:

- Introduction to the proposed Project and ongoing updates;
- Presentation of Project activities during construction and operation;
- Identification of community comments;
- Introduction of baseline studies being conducted for the proposed Project and community involvement; and
- Collection of site-specific comments and constraints from local stakeholders.

### **6.1 INTERESTED AND POTENTIALLY AFFECTED ABORIGINAL COMMUNITIES**

Indigenous communities that might have an interest in, and are potentially directly affected by the proposed Project, include Brokenhead Ojibway Nation, Long Plain First Nation, Manitoba Metis Federation, Roseau River Anishinabe First Nation and Swan Lake First Nation. An email and hard copy letter describing the proposed Project was sent to the Indigenous groups noted above.

### **6.2 ENGAGEMENT ACTIVITIES WITH ABORIGINAL COMMUNITIES AND GROUPS**

On behalf of the proponent, KGS Group contacted several Indigenous groups identified as having interests within the RAA to solicit their responses in relation to the proposed Project. Letters were sent by email and by regular post, which included Project-specific information to help the groups determine if the proposed Project may potentially affect their Indigenous rights, ability to hunt, fish and trap for food, and/or carry out traditional activities. On November 3, 2017, Jasmine Langhan, Engagement and Consultation Coordinator for the MMF, responded to the letter and indicated their interest in learning more about the Project. A meeting is being pursued with Ms. Langhan and the MMF.

### **6.3 KEY COMMENTS**

At the time of writing, only the MMF had responded to the engagement letter. The response from the MMF indicated that the Project falls within the City of Winnipeg, the traditional homeland of the Métis people. As such, the MMF is interested in how the Project might impact the rights, interests, and claims of Manitoba Métis people and requested that a meeting be arranged. The City of Winnipeg Asset Management Project Management Manual (the “AMPMM”) includes sections specifically addressing public engagement activities to identify and address community needs and issues in the work undertaken by the City of Winnipeg. Some of the guiding principles of the City of Winnipeg engagement process include encouragement of participation by those who will be affected by a decision as well as allowing the public to be involved in the community engagement process as early as possible so that stakeholders have time to learn about the issue and actively participate. Concerns can be raised by interested parties throughout the development of the proposed Project.

### **6.4 NEXT STEPS IN ENGAGEMENT AND INFORMATION GATHERING**

The City of Winnipeg will engage stakeholders, including Indigenous groups, per their standard procedures outlined in the AMPMM. The City will follow guidance provided by Transport Canada regarding aerodrome development requirements. According to the AMPMM, a stakeholder list comprised of all those people and organizations affected by the Project, including Indigenous groups. According to the AMPMM, stakeholders are identified early in the process to identify their interest and determine their level of participation, as the level of effort in interacting with stakeholders can vary widely and in some cases can be extensive. Stakeholder assessment ensures that all perspectives are brought to the table. This improves the likelihood that a broad range of perspectives are addressed, that there is a positive attitude to decision outcomes and that as a result it is less likely to result in changes to Project scope, schedule and costs. A stakeholder assessment must be developed to record stakeholder interests and expectations and to define their importance and influence. This information is used to categorize stakeholders by potential impact on the Project, and strategies are developed to minimize potential negative impacts and maximize positive impacts. The stakeholder assessment is part of the Project communication plan and public engagement plan.



## 7.0 CONSULTATION WITH THE PUBLIC AND OTHER PARTIES

The City of Winnipeg has undertaken a number of planning studies in order to direct growth and development. As part of the planning process, it was determined that a BRT corridor through the Elmwood neighborhood would be beneficial to city residents <sup>(16)</sup>, although the corridor would require land currently occupied by the City's heliport and ICB headquarters. Consultation with members of the public that helped to shape the City's transportation plans are described below:

- Three open houses in November 2010, July 2011 and October 2011.
- A web-survey to solicit views on transportation, with over 500 responses.
- Hosting of three advisory committee meetings.
- Preparation of newsletters to inform the public at various stages of the plan.

In addition to formal meetings, comments were solicited through the project page on the speakupWinnipeg website at [www.transportation.speakupwinnipeg.com](http://www.transportation.speakupwinnipeg.com). It is anticipated that the City website will be used to provide updates, news releases and information about the proposed Project as they do for many other municipal development projects. Further consultation relating to the proposed Project is not a requirement of Transport Canada and will be initiated at the discretion of the City.

### 7.1 OVERVIEW OF COMMENTS FROM THE PUBLIC AND OTHER PARTIES

To date, there have been no comments or concerns expressed by the public and other parties relating to the construction and relocation of the City of Winnipeg heliport.

### 7.2 PROPOSED STAKEHOLDER CONSULTATION ACTIVITIES

As the proposed Project is currently in the development stage, currently there are no proposed stakeholder consultation activities. Should the proposed Project proceed, the City of Winnipeg will determine what requirements exist for public engagement (e.g. meetings, Public Open Houses, etc.) and notifications will be issued to inform stakeholders, including Indigenous groups, according to a communication plan which will be developed for the Project. The communication plan will define who will communicate with whom (stakeholder assessment) and who will receive what information when (communication plan). Responsibilities and key decision

makers in the City's public engagement and consultation process are identified in the AMPMM. Interested stakeholders as determined by the project management team may be invited to attend Public Open Houses and provide feedback regarding the proposed Project.

The City of Winnipeg is committed to open and transparent discussions with communities and interested stakeholders potentially affected by the Project who want additional information or want to provide input into the proposed Project. As the proposed Project is currently in the development stage, there are no planned dates for meetings or Public Open Houses. If the proposed Project proceeds, planning will follow the guidelines provided in the AMPMM.

### **7.3 CONSULTATION WITH REGULATORY AUTHORITIES**

#### **7.3.1 NAV Canada**

On February 16, 2016, an email was sent to a Land Use Specialist in the Aeronautical Information Management section of NAV CANADA regarding the proposed Project which was in preliminary planning stages. NAV CANADA assessed the proposal for potential impacts to the Air Navigation System and installations and responded that they had no objection to the proposed Project, as submitted, and that a formal Land Use application would need to be filed when more details were known, in order to update their publications.

#### **7.3.2 Transport Canada**

Transport Canada's responsibility is to assess the proposed Project for marking, lighting and regulatory requirements. In order to determine the level of public consultation required by Transport Canada (TC) for development of the aerodrome, TC was contacted by phone on November 7, 2017. This was followed up by two emails, one sent on November 7, 2017 and a second on November 21, 2017. The inquiries were relating to changes to the Regulations Amending the Canadian Aviation Regulations (Aerodrome Work Consultations). It was determined that the Project would not require additional public consultation beyond that undertaken by the City of Winnipeg during the development of the City's TMP and that which would normally be undertaken by the City to inform citizens of upcoming municipal projects.

## 8.0 REFERENCES

1. *City of Winnipeg. 2017. Adult Mosquito Control Policy. Public Works Department, Insect Control Branch. Winnipeg, Manitoba.*
2. *City of Winnipeg Heliport Operations Manual, Certificate No. 5151-C504. December 2013. Public Works Department, Insect Control Branch. Winnipeg, Manitoba.*
3. *Government of the United States. 2017. Department of Energy and the Environment. Greenhouse Gas Equivalencies Calculator. Website visited January 2018 at <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>*
4. *KGS Group. Memorandum: City of Winnipeg Insect Control Branch Relocation - Municipal Servicing Study. January 31, 2018. Winnipeg, Manitoba.*
5. *Smith, R.E., H. Veldhuis, G.F. Mills, R.G. Eilers, W.R. Fraser, and G.W. Lelyk. 1998. Terrestrial Ecozones, Ecoregions and Ecodistricts: An Ecological Stratification of Manitoba's Natural Landscapes. Technical Bulletin 98-9E. Land Resource Unit, Brandon Research Centre, Research Branch, Agriculture and Agri-Food Canada, Winnipeg, Manitoba.*
6. *Government of Canada. 2017. Environment Canada Canadian Climate Normals. Website visited October 2017 at <http://climate.weather.gc.ca/>*
7. *Government of Canada. 2017. Environment and Climate Change Canada. Overview of 2016 Reported Emissions Facility Greenhouse Gas Reporting Program. Gatineau, QC.*
8. *University of Manitoba Department of Engineering. February 1983. Geological Engineering Report for Urban Development of Winnipeg.*
9. *University of Manitoba Department of Engineering. 1983. Geological Engineering Report for Urban Development of Winnipeg. Plate 2, Depth to Till. Scale 1:50,000.*
10. *Manitoba Energy and Mines. 1990. Bedrock Compilation Map Series. Winnipeg, NTS 62 H. Scale 1:50,000.*
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12. *Province of Manitoba. 1986. Department of Natural Resources, Water Resources Branch; Aquifer Maps of Southern Manitoba; Map 1 of 2 Bedrock Aquifers.*
13. *Province of Manitoba. 1986. Department of Natural Resources, Water Resources Branch; Aquifer Maps of Southern Manitoba; Map 2 of 2 Sand and Gravel Aquifers.*
14. *Government of Canada. 2017. Environment and Climate Change Canada. Avoiding Harm to Migratory Birds. General nesting periods of migratory birds. Website visited November 2017 at <https://www.canada.ca/en/environment-climate-change/services/avoiding-harm-migratory-birds/general-nesting-periods.html>*

15. *Bird Studies Canada. 2017. Manitoba Breeding Bird Atlas. Website visited December 2017 at <http://www.birdatlas.mb.ca/>*
16. *City of Winnipeg. 2011. Transportation Master Plan – Moving Winnipeg Toward 2031. Public Works Department. Website visited October 2017 at <http://www.winnipeg.ca/publicworks/transportation/transportationmasterplan.stm>*

## **9.0 STATEMENT OF LIMITATIONS AND CONDITIONS**

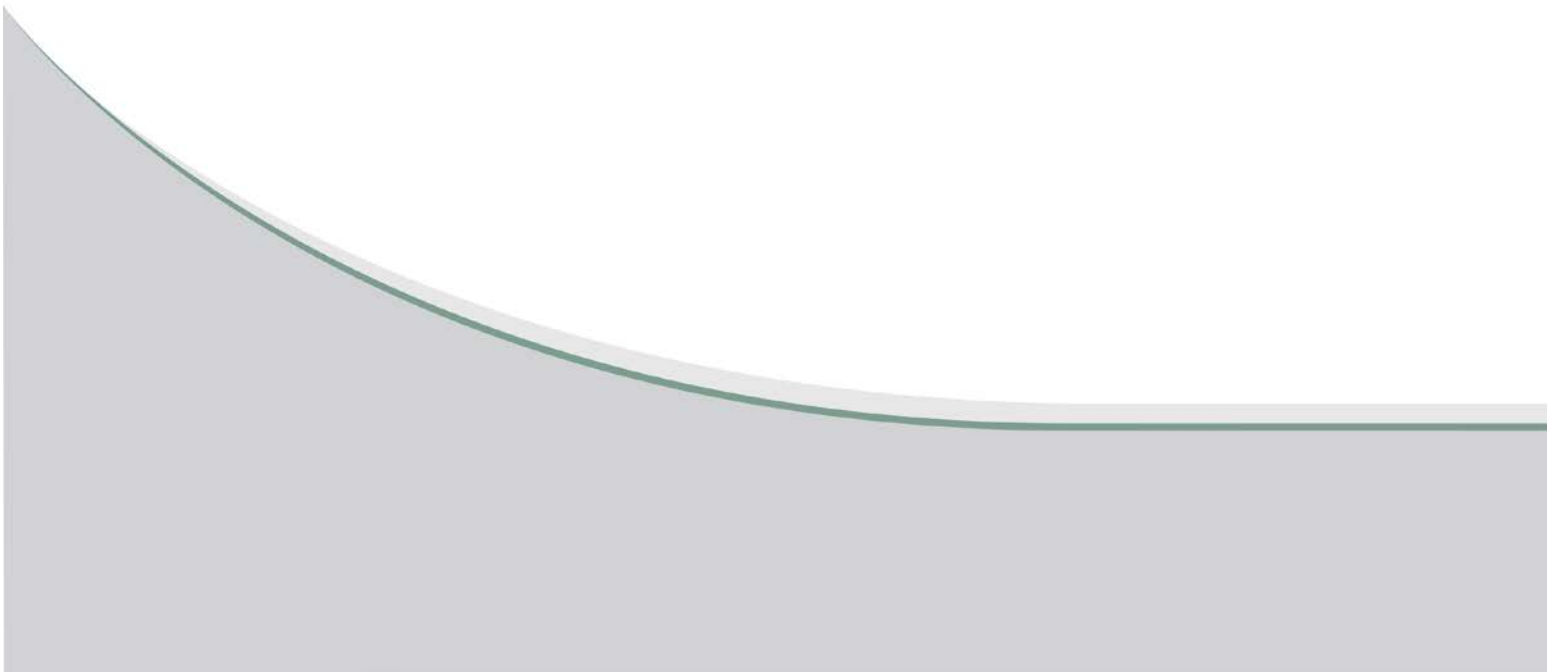
### **9.1 THIRD PARTY USE OF REPORT**

This report has been prepared for The City of Winnipeg and any use a third party makes of this report, or any reliance on or decisions made based on it, are the responsibility of such third parties. KGS Group accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions undertaken based on this report.

### **9.2 ENVIRONMENTAL STATEMENT OF LIMITATIONS**

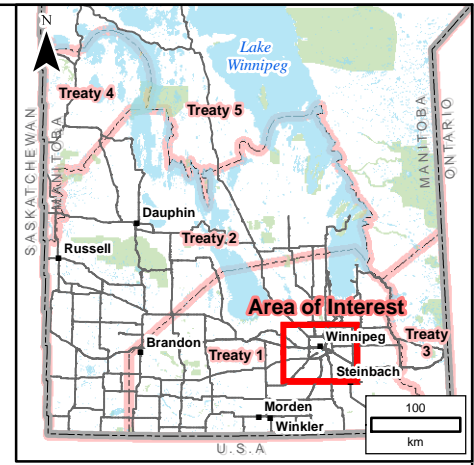
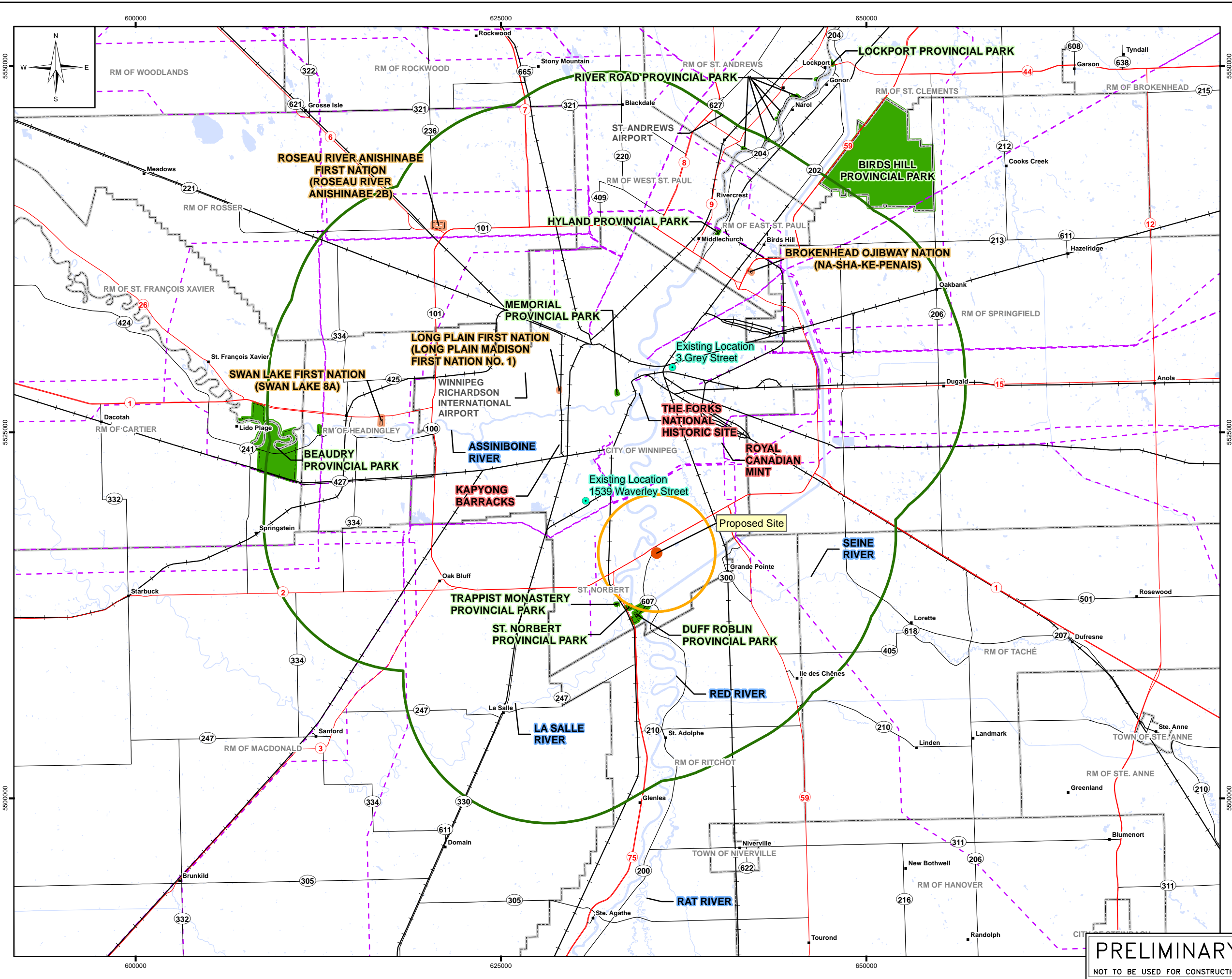
KGS Group prepared the environmental conclusions and recommendations for this report in a professional manner using the degree of skill and care exercised for similar projects under similar conditions by reputable and competent environmental consultants. The information contained in this report is based on the information that was made available to KGS Group during the investigation and upon the services described which were performed within the time and budgetary requirements of The City of Winnipeg. As the report is based on the available information, some of its conclusions could be different if the information upon which it is based is determined to be false, inaccurate or contradicted by additional information. KGS Group makes no representation concerning the legal significance of its findings or the value of the property investigated.

## FIGURES



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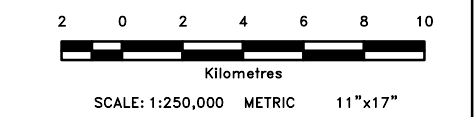
File Name: P:\Projects\2017\17-0107-016\GIS\CEAA\Project\_Description\Rev2\17-0107-016\_Fig01\_Rev2.mxd  
 11"x17" PLOT SCALE 1:1



**LEGEND:**

- Existing Location
- Site
- Provincial Highway
- Provincial Road
- Railway Line
- - - Transmission Line
- First Nation
- Provincial Park
- Rural Municipality
- City of Winnipeg
- Lakes/Rivers
- Project Footprint
- Local Assessment Area
- Regional Assessment Area
- Manitoba.DBO Province

**NOTES:**  
 1. All units are metric and in metres unless otherwise specified. Transverse Mercator Projection, NAD 1983, Zone 14. Elevations are in metres above sea level (MSL).



NO.	YY/MM/DD	DESCRIPTION	ISSUED BY	CHECK BY
2	18/03/26	RE-ISSUED WITH FINAL CEAA PROJECT DESCRIPTION	GS	BAT
1	18/01/22	RE-ISSUED WITH CEAA PROJECT DESCRIPTION	GS	BAT
0	18/01/02	ISSUED WITH CEAA PROJECT DESCRIPTION	GS	BAT

**REVISIONS / ISSUE**

**INSECT CONTROL BRANCH RELOCATION  
 CEAA PROJECT DESCRIPTION**

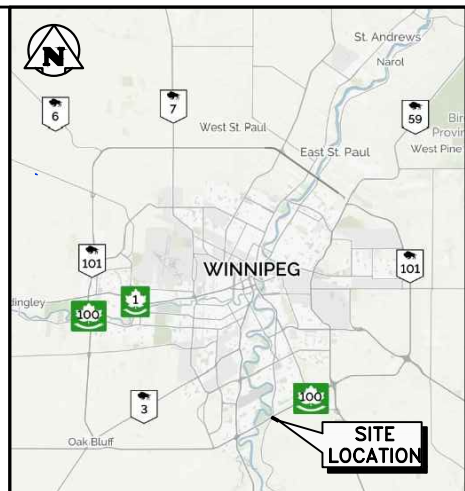
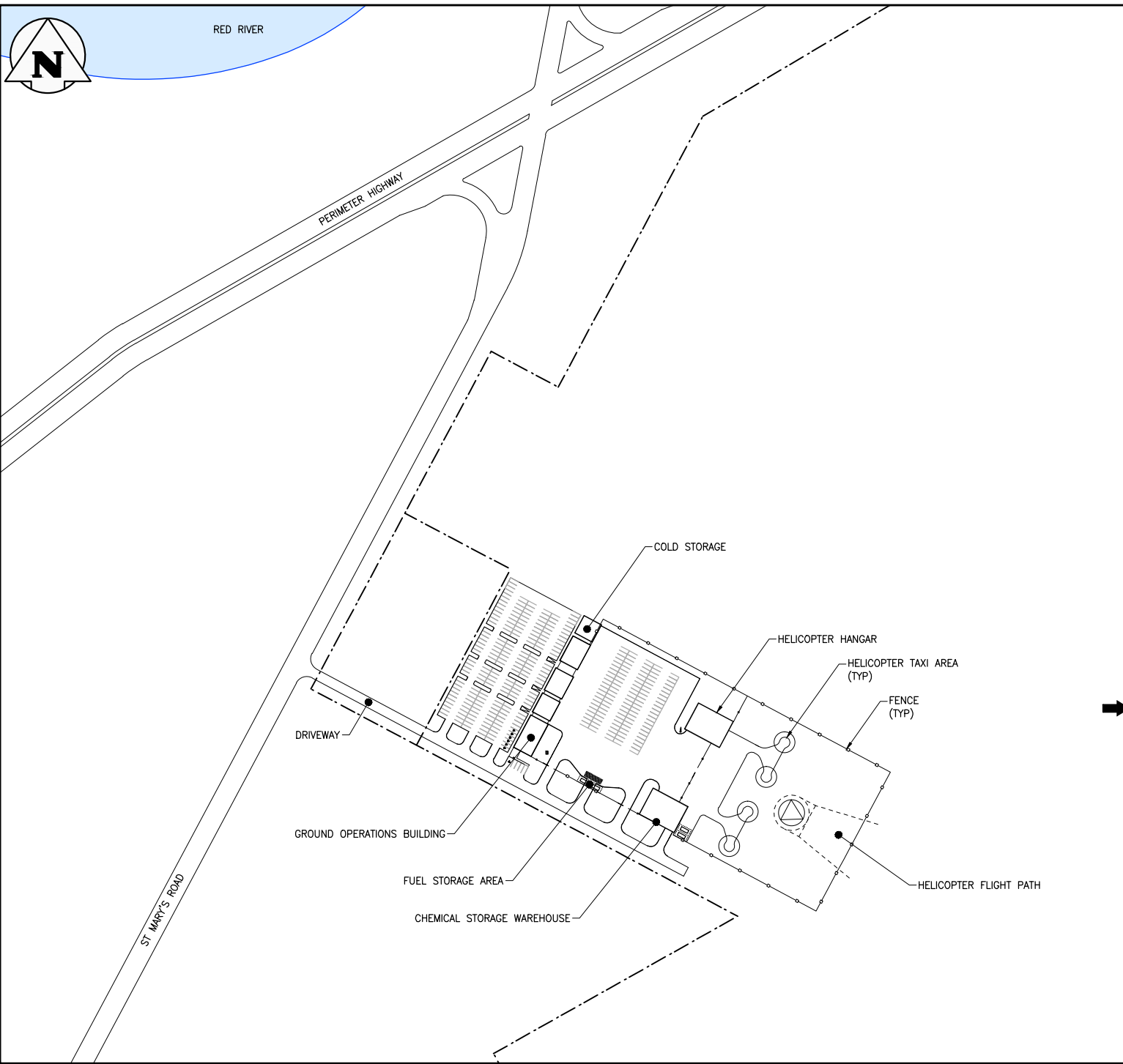
**PRELIMINARY**  
 NOT TO BE USED FOR CONSTRUCTION

**REGIONAL ASSESSMENT AREA**

MARCH 2018    FIGURE 01    REV: 2

Filename: \\k-file-1\p-data\Projects\2017\17-0107-016\Env\CEEA Report\17-0107-016\_eng\_F02 - TabLayout1 Plotted By: pdefrner 18/03/26 [Mon 10:32am] 8.5x11 PLOT SCALE: 1:2

8.5x11



**KEY MAP**

**LEGEND:**

——— PROPERTY LINE

NO.	YY/MM/DD	DESCRIPTION	ISSUED BY	CHECK BY
2	18/03/26	RE-ISSUED WITH FINAL CEEA PROJECT DESCRIPTION	GS	SFM
1	18/03/15	ISSUED WITH PROJECT DESCRIPTION	GS	SFM
0	18/01/4	ISSUED WITH PROJECT DESCRIPTION	GS	SFM

REVISIONS / ISSUE



INSECT CONTROL BRANCH RELOCATION  
CEEA PROJECT DESCRIPTION

SITE LOCATION PLAN

MARCH 2018

FIGURE 02

REV: 2



**KGS**  
GROUP  
CONSULTING  
ENGINEERS

