



New

Municipal and Industrial Development

11/21/2024 12:37:38 PM

from 2026-10-31 to 2056-10-31

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ᖃᓪᓂᓂᓐ: The sealift improvement project currently being proposed will improve the delivery process for the community. This project should also be considered as a community-beneficial project for community members involved in the fisheries operations. The project is located at the end of the Stanners Harbour, just down the hill from the Northern Store. This location is where the current sealift operations occur. The sealift improvement project will provide a 5,290 m² area for storage and access to the water. The sealift improvement project will be within the same area as the current sealift ramp, but expanding the zone to allow for storage of goods and the community boat ramp. The existing receiving area is less than 250 m², with the ramp extending from the nearby roadway (photos of the sealift activities have been attached to the application). The finished gravel surface used for the storage will transition into a riprap slope to the water to provide wave protection. The boat ramp will be reinforced to resist erosion and equipment movements. The perimeter of the sealift area will incorporate lighting and electrical outlets to improve site operations and opportunities. This will assist in the year-long use of the site. A series of boulders will be placed along the shoreline side of the sealift area to delineate the edge of the flat area.

Déjà :

Le projet d'amélioration du transport maritime actuellement proposé améliorera le processus de livraison pour la collectivité. Ce projet devrait également être considéré comme un projet bénéfique pour la collectivité pour les membres de la collectivité qui participent aux activités de pêche.Le projet est situé à l'extrémité du port de Stanners, juste en bas de la colline du magasin du Nord. C'est à cet endroit que se déroulent les opérations de transport maritime en cours.Le projet d'amélioration du transport maritime fournira une zone de 5 290 m² pour le stockage et l'accès à l'eau. Le projet d'amélioration du transport maritime se situera dans la même zone que la rampe de transport maritime actuelle, mais il élargira la zone pour permettre l'entreposage des marchandises et la rampe de mise à l'eau communautaire. La zone de réception existante est inférieure à 250 m², la rampe s'étendant de la route voisine (des photos des activités de transport maritime ont été jointes à la demande). La surface de gravier finie utilisée pour le stockage se transformera en une pente d'enrochement vers l'eau pour assurer la protection contre les vagues. La rampe de mise à l'eau sera renforcée pour résister à l'érosion et aux mouvements de l'équipement.Le périmètre de la zone de transport maritime comprendra des prises d'éclairage et électriques pour améliorer les opérations et les possibilités du site. Cela facilitera l'utilisation du site tout au long de l'année. Une série de rochers sera placée le long du côté du rivage de la zone de transport maritime pour délimiter le bord de la zone plate.

[illegible]

Inuinnaqtun: Tamna umiakkut ihuaqhaidjutikharnik havaaqhangit aulaliqtun ihuaryumirutikharnik auladjutikharnik hanaqidjutikharnik nunalaani. Una havaaqhaq ihumagiyauyukhaq nunalaani nunataaqhimayunik havaaqharnik nunalaani ilaayunik talvani iqaluliqinikkut auladjutikharnik. Tamna havaaqhaq nayugaqaqtuq kingulirmi Stanners Harbourmi, anmuktivakhimayuk mayuqarviangani talvanga Northern Storemin. Una nayuganga talvani tadjia umiakkut agyaqtarniqmut aulapkainnngit piyuq. Tamna umiakuuqtitiniaqtun ihuaqhaidjutikharnik havaaqhangit tuniniaqtun 5,290nik m2nik nayugakhaanik tutquqtirvikharnik piyaangatlu imarmik. Tamna umiakuuqtitiniaqtun ihuaqhaidjutikharnik havaaqhangit talvani aulaniaqtun talvani aulalirmiyut umiangit uhiviit, kihimi angikliyumirutikharnik nunagiyainik piyaangat tutquqtigiyangat hunavalungnik nunalaanilu qainanik auladjutikharnik. Atuqtauyut tuniyauyut nayugait ikitqiat 250 m2, uhiiarviit hivituyuumiyut haniani apqutip (piksat umiakuuqtitinikkut hulidjutit ilaliutihimayut uuktuutinun). Iniqhimayunik uyaraliamik qaagani atuqtauyuk tamayaqaqvik nuuniagtuq

uviganut uviganut immaqmun pipkariagani himigakhamik munarijutinik. Tamna qayaq uhiiyarvik naunaiqtitauniaqtuq nungutiqtitaugiami tamayaniklu ingutaarninnganik. Avataagut umiat nayugaat iliurarniaqtait qulliit alruyaqtuqtullu niuvvaaviit ihuaqhiyuumiriangani nayugait auladjutait uvalu piyakhat. Una ikayuutauniaqtuq ukiumi-hivituanun atungnirit nayugait. Qaffiyyunik uyaqqanik iliugaqtauniaqtun hinaanun hanigaini umiaqarvingmi nayugaani ikikliyumiqtitiaangat kiklingani nayugaani.

Personnel

Personnel on site: 6

Days on site: 240

Total Person days: 1440

Operations Phase: from 2025-06-01 to 2026-10-31

Operations Phase: from 2026-10-31 to 2056-10-31

Post-Closure Phase: from to

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Area	Location	Authority	Current Status	Proposed Status	Notes
Proposed camp area	Camp	Municipal	General location of current Pilitak Camp. Desired location for additional camps also.	n/a	Near new highschool
Construction Traffic Route	Access Road	Municipal	Current community road network. Construction traffic route to work site.	n/a	Current road network.
Proposed work area.	Offshore Infrastructure (port, break water, dock)	Marine	5000m2 sealift receiving area to be constructed. Infill of harbour required.	unknown	At current sealift receiving location.
Proposed work area.	Baseline data	Marine	Bathymetric Survey Completed in october 2024. Data is within attached design documents	n/a	at current sealift area.
Proposed work area.	Baseline data	Marine	Flora and Fauna study completed for the work site. Report is attached.	n/a	at current sealift area.
Proposed work area.	Baseline data	Marine	Aerial photos of the project site (September 2024) are attached for information.	n/a	at sealift area
far far away sandpit	Quarry/Borrow pit	Municipal	existing quarry site	unknown	current material quarry
Rock Quarry	Quarry/Borrow pit	Municipal	existing rock quarry site	unknown	current quarry site
material quarry site	Quarry/Borrow pit	Municipal	Site 6 material quarry. existing.	unknown	current site 6 quarry.

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Cᓷᖅᐸᐼᖅ	AZAD ISMIAL	CGS Kitikmeot Region Project Manager	2024-09-01
Cᓷᖅᐸᐼᖅ	David Irqiut	ASAO, Hamlet of Taloyoak	2024-11-26
Cᓷᖅᐸᐼᖅ	Community Engagement MEeting	EXP and CGS representatives were in the community to present the project at the Community MEeting. The meeting was not well attended, but input was gathered to help optimize the project needs	2024-11-26

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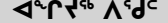
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Transportation Type	Local Community Impact	Length of Use
Air	An external contractor will be required to perform the project work in the community. Project work will be overseen by EXP and GN staff.	
Water	Lighting materials will require sealift delivery for the project.	

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A^cd^c d^ar^ts^b d^cs^bCd^csd^ah^ts^b ΔL^chⁱp^dn^jr^c ΔjCΔ^c, Γ^c→d^rn^c, s^bL^chⁱs^b, qe^rd^c d^rL^c→

			
Bulldozer	1	2x3m	To spread out material.
Compactor	1	2x3m	To compact fill
Loader	1	2x3m	To load up fill at Quarry
rock truck	2-3	3x4m	To deliver material to site

[illegible][illegible]

$\Delta L^{\epsilon_b} \triangleleft^{\epsilon_b} C \triangleright^{\epsilon_b} \dot{L}^{\epsilon_b} \triangleright^{\epsilon_b}$

		
4	Delivery to camp by hamlet for up to 8 people	hamlet water plant

$$\Delta^b C d r n \sigma \Delta^c \sigma^c$$

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This project will require the infilling of portions of the harbour to accommodate the 5,000 m2 laydown area. EXP has reached out to DFO to have preliminary discussions on how to mitigate environmental concerns as this project design progresses. EXP has attached the Flora and Fauna report authored to assist the design.

Additional Information

SECTION A1: Project Info

SECTION A2: Allweather Road

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

SECTION D1: Facility

The background work for the project include collecting site photos (attached), bathymetric data (attached within the design iteration), and granular material history (from the last 2 years construction of the sewage lagoon).The facility will have approximately 5290 m2 of area to accommodate sealift cargo delivery. The latest design iteration is attached.During operation of the facility, the sealift delivery will be received at the boat ramp in the same approach as currently realized. The delivery of the barge to the shore will be improved over the current situation as the ramp will allow for better movements, more storage, and limited delivery movements on the community road network. The current set up requires significant movements within the community during the delivery process.The existing facility for the sealift receiving is approximately 250m2 in area, with it ending down from an existing roadway to the shore (See attached photos). The new sealift will provide an improved boat ramp and storage for the goods received. This new area will result in the roadway not being closed down to facilitate the movement of goods at the sealift delivery time.

SECTION D2: Facility Construction

The construction will see approximately 33,000 cubic metres of granular material imported to construct the sealift project. The material will be processed in the existing quarries, and transported to the site. Material

placed below the water line will be coarse (larger than 10mm), with a well graded crushed rock utilized for the driving surface. Approximate quantities of granular material are: 1. Borrow (below water) = 23,000 m³. Borrow (above water) = 5,000 m³. Crushed Rock Driving surface = 3,000 m³. Rip Rap shore protection = 2,000 m³. Work is anticipated to require a full construction season of material production, followed by a construction season of material placement. The consultant would have personnel onsite to visualize the progress of the contractor. Given the large amount of fill being infilled into the water, the material placed below the water will be free of fines (will be larger than 10mm). This will minimize the sediment into the water, and improve the ability to minimize ongoing settlement of the fill. DFO will be consulted on this procedure moving forward, with the potential requirement of a turbidity curtain type of installation (although this would be challenging to maintain within the harbour). Aggregate studies have been attached to this application.

SECTION D3: Facility Operation

The facility will require relatively minimal maintenance during its lifespan. With the shoreline protection in-place, it is not expected that wave erosion to be a critical item. This will further be minimized in the future with the proposed breakwater construction (outside of current scope). Maintenance to the driving surface of the sealift will be by conventional means. Additional gravels would be required on an as-needed basis to resolve pot holes and sealift equipment disturbances.

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

It is not expected that any sea vessels would be required for construction, aside from potential small-craft boats to collect future bathymetric data. Those vessels would be rented from local people, as was undertaken for the October 2024 bathymetric study.

SECTION H2: Disposal At Sea

To clarify, no waste will be disposed of at sea. The project will require manufactured aggregate materials to be delivered and installed within the project limits. The infilling of the harbour is required to improve the capacity for sealift receiving of goods. The infilling will be completed using granular aggregates produced within the community. General gradations will be between 10 and 100mm, in order to reduce the impact to water quality. Infilling will be required at the end of the harbour, as per the initial design documents. The clean granular material used for the project will aim to reduce the impact marine life, and improve the conditions for the community for sealift delivery and boat launching. The infilling area is where the sealift already arrives, with the new configuration providing more suitable facilities to unload and store the delivered goods. It is expected that the delivery of aggregates will be over a full construction season (approx 4 months). The aggregate, once placed, will be similar to the existing materials on the seabed given that they will be produced from materials of similar geology. The larger rock material placed at the surface could be favourable

for fish habitat. During construction, rock will be transported from quarry locations (see project map) along the existing community roads (see project map). It is understood that the community is involved in discussing future road networks that may allow construction traffic to divert away from the main road network; however, it is likely that this would only be realized following the current project timelines.

SECTION I1: Municipal Development

New construction will provide an area to for loading/unloading sealift delivery supplies. The project will require aggregates to be processed from current quarry sites and imported to the sealift site for construction. The contractor will require construction equipment to facilitate the product, transport, and install of aggregate materials to create the sealift site. The project will see aggregates imported and installed to raise the elevation of the area to approximately 2 metres above sea level. The contractor will be required to provide their procedures to complete the work. These submittals (not limiting to) will require detailed safe work and safe job procedures, environmental guidelines for equipment use, maintenance requirements, and their tool box safety meetings that will be regularly occurring during construction. As this project will involve multiple pieces of construction equipment, noise and emissions typical of construction sites will be realized. At this time, it is anticipated that the contractor would be requiring at least 1 excavator, 1 loader, 1 bulldozer, 1 compactor, and 3 trucks. In total, the final product will be a crushed rock surfaced receiving area for the sealift. The ramp within the project will be also used as a community boat ramp for recreational use and fisheries. The constructed area will be fit up with six lights that can be controlled by the community.

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Project will largely encompass marine environment at the end of the harbour, where the existing sealift operations currently take place. The quarry / material borrow sites are existing and currently in operation, as was used in the 2023-2024 lagoon project. The existing shoreline is rocky, with the eastern portion of the harbour being exposed bedrock. As surveyed (topographic and bathymetric surveys), the site is suitable for construction without much risk for soft and unsuitable soils. (Survey information is attached) The aggregates for the project will be processed in existing quarry locations in the community. These sources were used within the recent lagoon project. The project area is already used for the sealift delivery. The new project will improve this operation, while also providing a community boat ramp to facilitate recreational and fishing vessels.

[illegible]

The proposed sealift site is a rocky shoreline and harbour (see photos). The project will require the infilling of portions of the water to accommodate the project dimensions (water depth at the end of the sealift improvement site is approximately 6metres). A flora and fauna report (desktop study) is attached. A preliminary discussion with DFO has occurred, with future discussions required once the design is finalized.

[illegible]

This project will support the community in improving the sealift delivery process, while also giving access to a boat ramp. The boat ramp is needed as more than 10 community members now launch their boats daily, so an improved ramp is required. While in the community for engagement meetings in December 2024, a member of community planning was in the community. There is development planned for the eastern portion of the community, and the sealift project has been adjusted from the original concept to potentially connect to the new community area. This coordination could possibly improve the community use of the area.

Miscellaneous Project Information

Site photos from September 2024 are attached. They document the condition of the shoreline at the time of the September sealift arrival. The front end specifications for the project will include environmental response and requirements. As is typical for projects near water, the contractor will have limitations to their storage of equipment for overnight/non-work days, requirements for fueling, spill mitigation/prevention, and working near the water. Water quality testing can be regimented during construction should it be a requirement of environment Canada or DFO. There is no expectation of waste generation at the project site. A waste management plan can be developed by the contractor to identify the collection and disposal of any waste generated from their camp and project management site trailer locations.

Impacts

$\mathbb{A}^b \mathbb{C} \triangleright \sigma^a \tau^c \triangleleft \mathbb{B} \mathbb{C} \triangleright \sigma^c \tau^c \triangleleft \mathbb{A}^b \mathbb{C} \triangleright \tau^c \mathbb{C}$

		PHYSICAL																									
		Designated environmental areas																									
		Ground stability																									
		Permafrost																									
		Hydrology / Limnology																									
		Water quality																									
		Climate conditions																									
		Eskers and other unique or fragile landscapes																									
		Surface and bedrock geology																									
		Sediment and soil quality																									
		Tidal processes and bathymetry																									
		Air quality																									
		Noise levels																									
		BIOLOGICAL																									
		Vegetation																									
		Wildlife, including habitat and migration patterns																									
		Birds, including habitat and migration patterns																									
		Aquatic species, incl. habitat and migration/spawning																									
		Wildlife protected areas																									
		SOCIO - ECONOMIC																									
		Archaeological and cultural historic sites																									
		Employment																									
		Community wellness																									
		Community infrastructure																									
		Human health																									
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Camp		U	P	M	-	M	M	U	P	M	M	U	M		M	M	M	U	M		U	P	U	P	U		
Access Road		N	N	N	-	N	N	N	N	N	N	M	P		N	N	N	N	N		N	P	M	M	U		
Offshore Infrastructure (port, break water, dock)		U	M	M	-	M	N	N	N	M	P	M	P		M	U	M	U	U		U	P	P	P	U		
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Camp		U	P	M	-	P	U	U	P	P	P	U	M		U	U	U	P	U		U	P	P	P	U		
Access Road		N	N	N	-	N	N	N	N	N	N	N	N		N	N	N	N	N		N	N	N	N	N		
Offshore Infrastructure (port, break water, dock)		U	P	N	-	P	N	M	N	P	M	M	M		M	P	M	P	U		U	P	P	P	U		
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$$(P = \langle b \rangle_{\mathcal{A} \cap \mathcal{B}}, N = \langle b \rangle_{\mathcal{A} \cap \mathcal{C}}, M = \langle b \rangle_{\mathcal{A} \cap \mathcal{D}}, U = \langle b \rangle_{\mathcal{A} \cap \mathcal{E}})$$

List of Project Geometries

1	polygon	Proposed work area.
2	polygon	Proposed camp area
3	polygon	Rock Quarry
4	polygon	far far away sandpit
5	polygon	material quarry site
6	polyline	Construction Traffic Route