

The Nunavut Impact Review Board (NIRB) has a mandate to protect the integrity of the ecosystem for the existing and future residents of Nunavut. To assess the environmental and socio-economic impacts of the project proposal, NIRB would like to hear your concerns, comments and suggestions about the following project proposal application:

Indicate your concerns about the project proposal below:

- Marine mammals and their habitat
- Birds and their habitat
- Local development in the area

Please describe the concerns indicated above:

1./ Air Quality: quantity of granular material required for the project and hours of quarrying and hours required to transportation required quantities of of material through the townsite air quality along route may be reduced.

2./ Community Involvement and Consultation: impacts and opportunities of this project to advance other projects that are identified within Community Plan By-Law 200.

Specifically, Section 2. Community Growth and Phasing Policies (see 2d/iii; and 2e below) as these policies relate to the development of Phase 3 Subdivision with a preparation commencement year estimated of 2029 but is benefitted significantly if considered concurrently with the Taloyoak Sealift Improvement Project.

At the time of preparation of this Plan (referring to 2016), the population of Taloyoak was approximately 998 people. This Plan is based on a projected population for Taloyoak by 2036 of 1,496 people. It is estimated that an additional 176 dwelling units will be required to meet the projected population growth and to resolve the current overcrowding situation. The ten-year sustainable housing plan calls for 8 new units per year. Based on a minimum density of 20 units per net hectare, the housing demand represents a need for approximately 8.8 hectares of land.

The policies of council are:

a) Plan for a 2035 population of 1,496 people and address the current overcrowding situation.

b) Encourage and facilitate the consolidation, intensification and redevelopment of existing lots within the townsite to conserve land supplies on the periphery of town.

c) Where appropriate, Council will support infill in the form of multi-storey residential units.

d) Council will phase new residential, commercial and community use land development as follows:

i. Phase 1: Continue to develop and redevelop existing lots within the townsite and the north end of the Disneyland Subdivision, which represents approximately a 0-2 year land supply.

ii. Phase 2: Develop a new mixed use residential subdivision to the north of the airport road.

iii. Phase 3a/b: Develop a mixed use neighbourhood on the east side of

Stanners Harbour to provide for long-term community growth.

e) Prior to developing Phases 3a/b on the east side of Stanners Harbour, Council shall explore back filling of the waterbodies located adjacent the core area for future residential development provided that the appropriate geotechnical studies and regulatory approvals are obtained.

f) Council will provide new industrial land development by developing an industrial subdivision on the north side of the airport road, between the Disneyland Subdivision and the gravel deposit.

Specifically in Section 3. General Policies (see 3.a.viii below):

The following policies of Council apply to development in the Hamlet regardless of land use designation:

a) The development of lots shall be subject to the following lot development policies:

i. All service connections to buildings shall be easily accessed from the front yard on all lots and grouped together, where possible.

ii. Access to new buildings will avoid, where possible, main entrances on the south side to reduce problems associated with snow drifting.

iii. Building foundations should achieve an unobstructed gap of at least 0.8 m between the ground and the underside of the building, wherever possible, to reduce problems associated with snow drifting.

iv. Buildings shall be sited to respect setbacks identified in the Zoning By-law.

v. Any building over 500 m² in gross floor area shall consider potential wind impacts on surrounding development. A wind study may be required by the Development Officer.

vi. Where culverts are required, they shall be installed at the access points to lots.

vii. On any portion of a lot where fill is introduced, the lot shall be graded to ensure that drainage is directed towards the public road. Exceptions may be made by the Development Officer or Council. Where possible, drainage ditches shall not be located in Utility Right-of-Ways or Easements.

viii. Road widenings may be obtained as required at the time of development or redevelopment of a lot in situations where the road right-of way is less than 16 metres wide.

3. Human Health Issues: Dust created by the project and tension/stress created from the intensity of the project onto the population.

Do you have any suggestions or recommendations for this application?

1./ Air Quality: Inspect and water road surfaces to reduce dust

2./ Community Involvement and Consultation: 1./ Consider the Cost Benefit of building an alternative route to minimize impacts on only (existing) roadway connecting quarry source to project location. 2./ Consider the Cost Benefit of expanding the apron of the proposed site to include the east shore of the Bay to widen and support a stable roadway leading to the proposed Phase 3 area on the east side of Stanners Harbour.

3./ Human Health Issues: Monitor and provide a feedback loop through a reliable process to

maintain 2 way communication and to empower and inform residents of Taloyoak.

Any additional comments?

This is an important project for the community and supports Section 4 of the Community Plan By-Law 200:

4. Community Development Policies

The following policies of Council shall guide Council's decision-making on issues of development and land uses:

- a) Adequate housing is fundamental to public health, and the social well-being of the community. In addition to identifying new residential development areas, Council will encourage and pursue the development of new homes in the community.
- b) The Hamlet will use new development and public spaces to celebrate Inuit culture and language.
- c) Council will actively pursue property standards with leases and property owners in the Hamlet to ensure that building stock, particularly housing stock, is being fully utilized and is being maintained.
- d) Due to capacity, safety, and need for more developable land, Council will continue to actively pursuing the relocation of the existing airport on land south of the community.
- e) In order to promote public health, and safe, active transportation, the Hamlet will pursue the paving of major roads in the community and the delineation of sidewalks for pedestrians.
- f) Facilities for youth, including the retention / relocation of the existing Youth Hall will be a priority for Council.
- g) The existing landfill site is nearing capacity and is located in close proximity to the water source, as well as the shoreline. The construction of a gasification system will be prioritized over the construction of a new landfill.
- h) The Hamlet shall adopt a road naming by-law and lot numbering by-law.
- i) The Hamlet shall encourage development that minimizes emissions from fossil fuels, that are energy efficient and that consider alternative energy supply technology.
- j) The Hamlet shall consider strategies to adapt to the future impacts of climate change, such as locating development away from low lying coastal areas and protecting existing areas against erosion.

Do you support the project proposal?: Yes