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ᐱᓕᒈᑎᙵᓄᗰᓴᑦ ᖅᛆᓇᓲᑦ ᑭᓂᖅ:	Scientific Research
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Period of operation:	from 0001-01-01 to 0001-01-01
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ᐱᓕᒈᑏᖅᓯᓴᑦ:	Nadia Baker AECOM Canada Ltd. Fourth Floor, 3292 Production Way Burnaby BC V5A 4R4 Canada ᓄᓻᓚᓄᓡᑦ: 6043478242, ᓂᓬᓴᓂᓴᓄᓪᑦ:

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ᐃᑦᑲᑦᑎᑦᓴᑦ: La Commission d'aménagement du Nunavut (CAN) et la Commission du Nunavut chargée de l'examen des répercussions (CNER) ont approuvé la construction du bassin d'accumulation d'eau brute (réservoir) et l'activité visant à le remplir en vertu de la modification no 149617 de la CAN et du dossier no 21XN012 de la CNER. Cette activité a également été approuvée par le permis d'utilisation des eaux de type B no 8BC-EUR2131 de l'Office des eaux du Nunavut. Initialement, il était estimé qu'il faudrait 299 m<sup>3</sup>/j pour remplir le réservoir, mais il est à présent déterminé qu'il faudra tirer 2 000 m<sup>3</sup>/j du ruisseau Station pendant 10 jours, au moment du débit de pointe de la crue nivale. Le ruisseau Station est un cours d'eau saisonnier (s'écoulant de juin à septembre) qui n'est pas considéré comme abritant du poisson. Pour mettre les choses en contexte, son débit en période de crue nivale varie de 0,9 m<sup>3</sup>/s à 5,1 m<sup>3</sup>/s. En 30 jours, la SMEA serait ainsi traversée par un volume estimatif de 2,4 Mm<sup>3</sup> à 13,3 Mm<sup>3</sup>. Par conséquent, le taux de pompage proposé de 2 000 m<sup>3</sup>/j ne représente que 0,45 % à 2,57 % du volume du ruisseau en 30 jours. Le remplissage du réservoir ne se fera qu'une fois en 2024, pendant la période de crue nivale et de hautes eaux, et ne sera pas nécessaire ultérieurement. L'objet de la présente modification est d'indiquer l'augmentation de l'utilisation d'eau requise pour remplir le réservoir qui nécessitera un processus de permis de type A de l'Office des eaux du Nunavut.

Inuinnaqtun: Nunavumi Paknaiyaiyit ovalo Nunavumi Avatiligiyyit angikhimayait hanatjutikhainik imiktakvikhainik ovalo havaktakhait imiklugit ataait NPCkut Ihuakhaihimayait 149617 ovalo NIRBkunit naunaiyautaa 21XN012. Hamna havaktakhait angikhimayait Nunavumi Imaligiyyit Kanugitjutainik B Imaligiyyit Laisinsikhait 8BC-EUR2131. Hivulimi, imiktigutait imiktakvikhait hanianut piniaktut 299m3/ubluk tamaat, kihimi naunaiyakhimaliktut 2000 m3/ubluk tamaat piyumaliktut avataanut kulunik (10) ublunik Imiktakvianit kuugaayanit pilaaktut. Kuugaat kuvivaktut ilanganut (kuvivaktut Junemit Septembermue) ovalo ihumayut ikalukhiungititlugit. Ilaa, Imiktakviit Kuugauyait kuviviit auyami pikataktut kitkanit 0.9 m3/smit 5.1 m3/smut. Naunaiyautait angitjutait pivaktait HAWSkuni avataanut 30nik ubluit piyumaniaktut kitkanit 2.4 millionnit 13.3 million m3mut. Taimaimat, uktugumayait papautitlugit kayumitjutainik 2000m3/ubluk tamaat ilauyut talvatuak 0.45%mit 2.57%mut 30nik ubluinik kuugaayani. Imiktiklugit imiktakviit atauhiuniaktut ukiumi 2024mi auyami ovalo imikpiagumik ovalo atugumayait hivunikhainik ukiumi. Uktugumayait ihuakhaitjutainik naunaiyaklugit imainik atugutikhait imiklugit imiktakviit piniaktait Nunavumi Imaligiyyit kanugitumik A Laisinsikhait atugutainik.

## Post-Closure Phase: from to

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f2021291189053- Eureka_LandReserveBoundary_20210204	Researching	Inuit Owned Surface Lands	The Eureka High Arctic Weather Station (HAWS) is located on the north side of Slidre Fjord, at the northwestern tip of Fosheim Peninsula, Ellesmere Island, NU. Since 1947, Environment & Climate Change Canada has owned and managed the site under Land Reserve #1021. The total area is approximately 2.23 hectares. There are 15 buildings and other facilities at the HAWS. The Eureka runway is located 1.5 km NE of the HAWS and is the primary way by which the HAWS is accessed year-round.	Areas of archaeological, paleontological and cultural significance have been identified throughout the HAWS area. 16 areas of significance were identified, including 12 prehistoric, 3 historic, and one contemporary (most are of high heritage value). To date, no excavations have been required. Sites with potential to be disturbed have been fenced off with appropriate setbacks. The change in withdrawal rate has no potential to impact Archaeological / Paleontological value.	The closest community is the hamlet of Grise Fjord, which has a population of approximately 130(as of the 2011 census), and it is located approximately 400 km south of Eureka, at the southern tip of Ellesmere Island. This Inuit community is the northernmost community in Canada (ParksCanada, 2009b; Statistics Canada, 2012a).The Key Bird Habitat Site – Fosheim Peninsula overlaps the site. The Napaqtulik/Napurtulik Proposed Territorial Park is approximately 50km west of the site.

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ᐃᑭᑦᐃᑦᑭᑦ	Hamlet of Grise Fiord Administrative Officer	Municipal Office of the Hamlet	2022-01-18
ᐃᑭᑦᐃᑦᑭᑦ	Members of the Hunters & Trappers Organization	Iviq Hunters & Trappers Organization	2022-01-18



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Grader	tbd	various	Grading of granular material
All Terrain Vehicle (ATV)	tbd	various	Crew Transportation
Side by Sides	tbd	various	Crew Transportation
Pick Up Truck	tbd	various	Crew Transportation
Loader	tbd	various	Excavation of granular material
Excavator	tbd	various	Removal and transportation of granular material
Dump Truck	tbd	various	Transportation of granular material
Bulldozer	tbd	various	Removal and transportation of granular material
Small Loader	tbd	various	Excavation of granular material
Till Handler	tbd	various	Removal of granular material
Bobcat	tbd	various	Transportation of granular material
Backhoe	tbd	various	Excavation/digging of granular material
Generator	tbd	various	Temporary camp operations
Tractor and Trailer	tbd	various	Movement of equipment
Snowblower	tbd	various	Snow Removal
Snowmachine	tbd	various	Crew Transportation

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Gasoline	fuel	13	200	2600	Liters	Fuel for equipment
Gasoline	fuel	95	5000	475000	Liters	Excavation Equipment
Diesel	fuel	8	6000	48000	Liters	For equipment

ΔL<sup>96</sup> ΔD<sup>96</sup>CD<sup>96</sup>ΔL<sup>96</sup>D<sup>96</sup>

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$$\Delta^b C d_c \sim \sigma \Delta^s \sigma^s$$

4907D0<sup>c</sup> 4<sup>b</sup>5<sup>b</sup>CD<sup>c</sup>PL<sup>c</sup>

## **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

SECTION D2: Facility Construction

SECTION D3: Facility Operation

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

Once projects are constructed and operational, the temporary camp will be disassembled and sea-lifted from site. Conditions at the temporary camp will be returned to natural conditions as much as possible.

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

The Arctic Environment Eureka is located on Ellesmere Island, Nunavut, which is the northernmost island in the Canadian Arctic Archipelago. The Arctic Ocean surrounds the Archipelago to the north and west, with Greenland to the east and the Canadian mainland to the south. Eureka itself is on the western side of Foulke Peninsula in northern Ellesmere Island. Eureka is located on the north side of Slide Fjord and surrounded to the northeast and northwest by ridges that rise about 600 m above mean sea level. Eureka's climate is typical for the Canadian Arctic Archipelago. Eureka experiences a long, dark winter and a short, intense summer with continuous daylight. The winter conditions promote a strong surface-based temperature inversion. The transition to summer occurs with a rapid warming and the breakdown of the Arctic winter vortex. Atmospheric Environment In an effort to characterize the existing air quality and noise environment within the Project area, a monitoring program was completed in August 2015. Details and results of the monitoring program as well as a description of climate and meteorology in the Project area are provided in the following sections. The weather station at Eureka (WMO ID no. 71917; latitude 79.98°N, longitude 85.93°W) has been operated by the Meteorological Service of Canada since 1947. The hourly surface observation record begins on 1 January 1953 at 01:00 LST (06:00 UTC) and observations are recorded at an altitude of 10.4 m above mean sea level. Upper-air observation data from radiosondes are available starting in 1961. Lesins et al. (2010) provide a comprehensive summary of weather observations made at Eureka from 1953 to 2007, which is briefly discussed in the following sections. Lesins et al. (2010) define the winter months as the three coldest months of the year (January, February, and March) and summer as the three warmest months (June, July, and August). Somewhat unconventionally, autumn is defined to comprise the period of September to December, which is based on the fact that the stable winter boundary layer is not fully formed until January. Spring comprises the rapidly warming months of April and May. Over the 54 year record, the average temperature at Eureka is -19.1°C, with the highest and lowest observed temperatures of 20.0°C and -54.6°C recorded 22 July 2007 and 15 February 1979, respectively. Trends in temperature across the entire observing record can be summarized as follows:

- A cooling trend from the early 1950s to early 1970s;
- A warming period from the early 1970s to early 1980s;
- A brief cooling period in the mid-1980s;
- A warming trend up to the present day.

Eureka is typified by a polar desert climate. Annual precipitation averages only 79.1 mm per year, with the majority (60.3 mm on average) falling as snow in the autumn and winter months. Rain is typically confined to the months of July and August, where rainfall events can be intense. The maximum recorded daily precipitation events observed at Eureka in July and August were 20.8 mm (27 July 1997) and 41.7 mm (17 August 1953), respectively. Surface wind speeds at Eureka are greatest in the summer months, averaging about 17 km/h across the period from 1954 to 2007. Wind speeds in autumn, winter and spring are reduced, ranging between approximately 8 and 11 km/h over the same period. Lesins et al. (2010), however, note that the observations show a weakening trend of approximately -0.6 km/h per decade over the period from 1954 to 2007, which persists despite the slight weakening of the surface-based temperature inversion over the same period. Surface winds are primarily out of the west in the late spring and summer (May to August), switching to the east and southeast for the remainder of the year. Although variable, Lesins et al. (2010) note that there has been no significant change in upper air wind speeds at the 500 mb level. Air Quality Spot measurements of ambient dust were made at seven pre-defined monitoring locations under existing conditions. The seven monitoring locations are summarized below:

- NM-1 – West of the main station
- NM-2 – South end of the main station at the sealift unloading location
- NM-3 – Northwest of the powerhouse within the main station
- NM-4 – North of the existing sewage lagoon within the main station
- NM-5 – North end of the main station at the dead line
- NM-6 – North of the west end of the runway at the DND facilities
- NM-7 – South of the west end of the runway at Fort Eureka

Ambient particulate matter (PM) data was collected using a DustTrak dust monitor (model DRX8533) in August 2015. Calibration of the dust monitor was completed in the field at test conditions before and after each measurement campaign with a zero filter. Calibration was valid during the period of monitoring. Spot measurements of ambient dust (i.e., particulate) levels were completed through multiple 1-minute DustTrak logs at each monitoring location at various observation periods. Levels of total PM, as well as PM less than 10 and 2.5 microns (µm) in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>) were measured. The dust monitoring data are summarized in Table 4.3 for total PM, PM<sub>10</sub> and PM<sub>2.5</sub>. At the time of monitoring, construction of the new multipurpose building project was underway. The ongoing activity included clearing and excavation of the footprint for the building foundation. For the purposes of establishing ambient particulate levels in the project area, the minimum recorded particulate levels are considered to represent the true ambient dust levels and the maximum recorded particulate levels are considered to represent the ambient dust levels as influenced by the ongoing project work and other operations within the Project area. Based on the monitoring results, NM-5 would be most reflective of true background and indicative of a remote wilderness environment where particulate levels are low and influenced by wind-induced dust. The monitoring data shows that levels of PM<sub>2.5</sub> are high in comparison to total PM, which suggests that the PM is primarily influenced by the exhaust of passing vehicles. The fact that the lowest monitored levels of PM were observed at the monitoring location farthest from an adjacent roadway (i.e., NM-5) supports this conclusion. A comparison of the maximum monitored levels in close proximity to the ongoing activity at NM-3 to the maximum monitored levels at NM-5 shows that the effects of ongoing activity are limited to within 300 metres. If activity level is similar for future project work, local effects are expected to be kept within 300 to 500 metres. A review of an air quality effects assessment submitted to the NIRB for a nearby project (Mary River Project, Baffin Island) was completed to characterize ambient air quality in a similar environment. The Mary River Project is located approximately 1,000 km south of the HAWS in a comparable setting. The assessment of background air quality for the Mary River Project described in Air Quality Baseline Study, Baffin Iron Mines Corporation, Mary River Project (RWDI Air Inc., December 2008) measured total PM concentrations of 3.0 to 7.0 µg/m<sup>3</sup> which “represent low, pristine levels that can be viewed as typical of remote Arctic areas”. Similarly, PM<sub>10</sub> concentrations of 1.5 to 3.8 µg/m<sup>3</sup> were measured. PM<sub>2.5</sub> measurements were not performed for the Air Quality Baseline Study, Baffin Iron Mines Corporation, Mary River Project (RWDI Air Inc., December 2008) because “based on experience in such pristine environments, where particulate matter levels. In summary, the ambient particulate levels observed at NM-5 are comparable to the particulate levels identified during the literature search, which are pristine and typical of remote Arctic areas. Noise Sound level data was collected using a Quest SoundPro DL-2-1/1 sound level meter in August 2015. Calibration of the sound level meter was completed in the field at test conditions before and after each measurement campaign with the QC-10 acoustic calibrator. Calibration was valid during the period of monitoring. Spot measurements of ambient sound levels were completed by observing and recording the minimum and maximum slow response A-weighted sound levels within 5-minute observation periods. For the purposes of establishing ambient noise levels in the project area, the minimum recorded sound levels are considered to represent the true ambient sound levels





the data, although most transects were flown with two observers in small aircraft in early to mid-June. The 1989 to 1997 data set included a number of marine species, including ringed seal, bearded seal and walrus, however the marine transects extended far north of Ellesmere Island and are not relevant for Eureka. The surveys indicated that the dominant terrestrial mammal is the muskox, with several dozen in the area at any time. Peary caribou are also present although their numbers were consistently low. The number of arctic hare is variable with only 10 reported annually for the 10 year span from 1989 to 1997, yet over 3500 in 2008. The arctic hare was often observed in groups of 20-30 animals. Dominant birds include the gyrfalcon and the snowy owl. Snow geese are also reported in fairly large numbers. The attached EIA provides a summary of species reported to be present in the area, as well as the associated Committee on the Status of Endangered Wildlife in Canada (COSEWIC) and/or SARA status. Aquatic Environment The HAWS is located in an extreme climate with long, very cold winters and short, cool summers. The field season for the completion of construction activities is, understandably, extremely short. It consists of (at most) July, August and the beginning of September. Outside these months, the ground is frozen and there is no water flowing in the water bodies in the Project location area. Remus Creek and West Remus Creek, and the portions in which the Project will be taking place, are temporary, ephemeral watercourses, which are only filled with water during the spring freshet period. Hydrology assessments have been previously conducted at the HAWS for Station Creek and Black Top Creek and some historical data is available. Generally, flow within all watercourses at the site begins in mid June (around June 15) and ends in late August or Early September. Based on a desktop review and on discussions with station staff regarding local conditions and observations relating to fish and fish habitat at Station Creek, and aquatic species and mammal observations during their time at the HAWS site (Environmental Impact Assessments (EIAs) conducted in 2016 and 2018 (Arcadis)), no species listed under the Species at Risk Act (SARA) or assessed under COSEWIC have been identified within the Project area. Furthermore, no species have been identified under the Nunavut Wildlife Act.

While Eureka has no permanent residents, a number of research and operational staff rotate through the HAWS facility. The closest Inuit community is the hamlet of Grise Fjord, located 400 km south of Eureka at the southern end of Ellesmere Island. Pre-contact History There are hundreds of archaeological sites located on Ellesmere Island, the majority of which are concentrated in Quttinirpaaq National Park, located approximately 225 km to the north east of Eureka. About 285 archaeological sites have been documented in the national park (Parks Canada, 2009b). Archaeological evidence unearthed in Quttinirpaaq National Park has revealed that the park and the surrounding region have been occupied by humans for centuries. People have resided on Ellesmere Island for thousands of years, beginning with the arrival of the Paleo-Eskimos of the Independence I culture (approximately 2000 – 4000 B.C.). They were named after the Independence Fjord in northern Greenland, where the first evidence of these people was identified by the Danish archaeologist Count Eigel Knuth. These Paleo-Eskimos arrived after crossing the Bering Strait from Siberia. Artifacts such as tent rings and stone tools were discovered. In addition, remains of their campsites found in the national park, characterized by box-shaped hearths, reveal that they were few in number and that they were present in the area for only about 300 – 400 years. In these hearths, they burned willow, grasses, driftwood, and muskox bones. They were resilient people who hunted muskox and caribou, using whatever material they could find to produce heat during the long, dark arctic winters. They lived in aboveground tents year-round, which were most likely covered in muskox hide (Parks Canada, 2009a; Rast, 2015). For many centuries after the existence of the Paleo-Eskimos, no evidence has been found in the national park to suggest human occupation. Approximately 3000 years ago, a second wave of Paleo-Eskimo people of the Independence II culture migrated across the arctic islands and reached Quttinirpaaq (1000 – 500 B.C.). The Dorset people later arrived and remained on the island until approximately 1000 years ago (A.D. 800 – 1000). The Thule people followed (A.D. 1600 – 1850) and became skillful hunters of whales and other marine mammals. The Thule cultures survived elsewhere in the arctic. However, Ellesmere Island and Quttinirpaaq was abandoned by the Thule as the climate became colder and harsher, leading up to the Little Ice Age. The Thule are the ancestors of the modern Inuit (Parks Canada, 2009a). In addition to these relics, those of historic Inuit/Inughuit cultures and of exploratory, scientific, and government activities of the nineteenth and twentieth centuries have also been unearthed (Parks Canada, 2009b). It has been mentioned that a Thule tent ring had been sighted in an area located approximately 10 km from the EC reserve at Eureka, during discussions with the HAWS station manager during the site visit which took place in August 2015. Post Contact History Northern Ellesmere Island was first visited by Europeans in 1875, when the British Arctic Expedition sailed through the Nares Strait and established wintering quarters for the HMS Discovery off Lady Franklin Bay, in the sheltered harbour. The HMS Alert, the sister ship to Discovery, wintered 160 km to the north on the shore of the Arctic Ocean. The harbour is now known as Discovery Harbour. Sledging parties departed from the ships in the spring of 1876 to explore the northern terrain. The expedition was forced to return to England later in 1876 due to the explorers' becoming ill with scurvy (Parks Canada, 2009b). The United States Army's Lady Franklin Bay Expedition arrived at the same site in 1881, under the leadership of Lieutenant Adolphus Greely, for one of two expeditions staged by the United States in contribution to the International Polar Year (an undertaking by twelve countries in an effort to establish scientific stations in regions bordering the North Pole). The US expedition established a station that they named Fort Conger. When supply ships failed to reach the group in 1882 and 1883, they retreated and became stranded on Pim Island, located on Ellesmere Island's eastern coast. Only seven out of the 26 men survived. In 1899, Robert Peary, and American explorer, arrived at the abandoned Fort Conger, in hopes of using the Fort as a base station to reach the North Pole. This expedition was accompanied by Inughuit guides from northwestern Greenland. Aboriginal traditional knowledge including the use of fur and local food, allowed the expedition to better cope with the harsh conditions. Combining the traditional knowledge and European technology, the base camp structures at Fort Conger were modified so as to function well in the cold arctic climate. Peary operated expeditions in 1900-01, 1905-06, and 1908-09 from the refurbished Fort Conger. The fort later provided shelter to American, Norwegian, Danish, and British/Canadian expeditions in 1915, 1920, 1921, and 1935. The Fort Conger is presently a significant archaeological resource, and it has been designated as Classified Federal Heritage Buildings protected by Quttinirpaaq National Park as important cultural resources (Parks Canada, 2009a). Communities The closest community is the hamlet of Grise Fjord, which has a population of approximately 130 (as of the 2011 census), and it is located approximately 400 km south of Eureka, at the southern tip of Ellesmere Island. This Inuit community is the northernmost community in Canada (Parks Canada, 2009b; Statistics Canada, 2012a). Other communities on Ellesmere Island consist of transient communities conducting scientific research, including universities and government agencies, which is a major activity in the national park region, and in Eureka. The Polar Continental Shelf Project (PCSP) (Natural Resources Canada (NRCan)), based in Resolute Bay, provides logistical support for these activities (Parks Canada, 2009b). The residents of Ellesmere Island include the year-round permanent residents of Grise Fjord, the military and civilian personnel associated with the Canadian Forces Station, Alert (located approximately 480 km northeast of Eureka and 45 km northeast of the national park), the summer base of operations for the Canadian Department of National Defence at Eureka, the personnel working at the weather station at Eureka, and Parks Canada.

n/a

Predicted environmental impacts of undertaking and proposed mitigation measures: Air qualityInteractions: Construction activities have the potential to temporarily increase ambient air concentrations of dust (i.e., particulate) and greenhouse gas emissions. Effects: During construction activities, there will be an increase in local airborne particulate (dust) and tailpipe (fuel combustion) emissions from the operation of heavy-duty equipment. The tailpipe emissions will include greenhouse gas emissions and therefore have the potential to contribute to climate change. Mitigation: Optimize fuel consumption and minimize dust production resulting from vehicle/equipment travel: Employ standard operating procedures for equipment/machinery and ensure that regular maintenance is performed in accordance with good engineering practices or as recommended by suppliers such that the equipment is kept in good operating condition. Other activity-specific mitigation measures will include the use of appropriate exhaust emissions controls such as catalytic converters and diesel particulate filters to mitigate fuel combustion emissions from heavy equipment and vehicles. Additionally, the number of equipment/vehicle movements and travel distances will be optimized to reduce fuel consumption and minimize dust and greenhouse gas emissions. Lowering vehicle speeds on unpaved road surfaces, applying water as well as implementing good road maintenance practices will minimize the potential for road dust emissions. All work will be completed by methods that minimize dust generation from operations. Reduce dust resulting from construction activities: Execute work using methods to minimize raising dust from construction activities. Implement and maintain dust and particulate control measures as determined necessary by applicable regulations and standards during quarry expansion and in accordance with applicable authorities. The use of oil for dust control is prohibited. Prevent dust from spreading to beyond the immediate work area. A Departmental Representative or designate may stop work at any time when Contractor's control of dusts and particulates is inadequate for worker exposure, or when air quality monitoring indicates that release of fugitive dusts and particulates into the work area equals or exceeds specified levels. If Contractor's dust and particulate control is not sufficient for controlling dusts and particulates into atmosphere, work must be stopped immediately. Contractor must then discuss and implement procedures to resolve the problem. Make all necessary changes to operations prior to resuming work that may cause release of dusts or particulates. Prevent sandblasting and other extraneous materials from contaminating air beyond application area, by providing temporary enclosures. Cover or wet down dry materials to prevent blowing dust and debris. Provide dust control for temporary roads.NoiseInteractions: Construction activities have the potential to temporarily increase ambient noise. Effects: During construction, there will be an increase in noise emissions from heavy-duty construction equipment operation and construction activities. These effects are typical of a construction site, localized, and of a temporary nature. The physiological and ecological impacts of noise on wildlife needs to be considered, acutely loud noises can cause hearing loss in wildlife. Behavior patterns of wildlife may differ from their natural suite of behaviors. Mitigation: The Project will employ standard operating procedures for equipment/machinery and ensure that regular maintenance is performed. As well, personnel will adhere to conditions outlined in all permits, authorizations and/or approvals.Sediment and soil qualityInteractions: Construction may have the potential to affect the soil, through material handling (loading and dumping); and the refueling of vehicles/equipment.Effects: During construction activities, soil quality is most likely affected as a result of fuel spills and leaks from equipment refueling efforts or otherwise, and from compounds located inside the materials of existing infrastructure. Conduct a complete on-site evaluation of the area to determine exact measures to be taken to protect permafrost.Mitigation: Prevention of fuel spills/leaks: Refueling of vehicles and equipment to occur in designated areas following all applicable regulations. Sediment, erosion and drainage control: Effective sediment and erosion control measures will be installed prior to starting work to prevent entry of sediment into watercourses and waterbodies. These measures will be inspected daily and repaired if damaged by construction, precipitation or snowmelt. Sufficient supplies for erosion, sediment and drainage control will be available on site to keep in compliance with federal and territorial fisheries and environmental protection legislation. Aquatic EnvironmentInteractions: Construction activities have the potential to affect the hydrology and water and sediment quality of the site. These activities include, pumping water from Station Creek to fill the reservoir, material handling (loading and dumping); and the refueling of vehicles/equipment.Effects: Concerns about changes in hydrology of water bodies is important to address. Surface water contamination could potentially occur due to leaks/spills that may occur during the re-fuelling of vehicles and construction machinery on site. Mitigation: Pumping of water from Station Creek to fill the reservoir will be completed at peak freshet flow to mitigate potential effects to hydrology. Suitable erosion and sediment suppression measures will be implemented to prevent sediment from entering Black Top Creek, Station Creek, or other water bodies. Erosion control structures (temporary matting, geotextile silt control filter (curtains) fabric, etc.) are to be used. Vehicles/machinery are to be checked for leakage of lubricants or fuel and are maintained in good working order. Re-fueling should occur in designated areas only. Basic petroleum spill clean-up equipment will be kept on-site. Barriers will be required during extraction of contaminated soils to prevent material from entering surface water, Station Creek or the reservoir.Aquatic CommunityInteractions: Filling of the raw water storage basin (reservoir) will involve pumping water from Station Creek. Station Creek is an ephemeral watercourse and is not considered fish bearing.Effects: Concerns about sediment loading and potential change to hydrology of Station Creek are important to address. Mitigation: Best practice is to mirror aquatic environment mitigations. When pumping water from Station Creek, do so during the freshet period. Despite the lack of reported fish species in Station Creek, mitigation measures for construction activity are to be implemented as a precaution to prevent physical disturbance to the stream beds or margins including adherence to DFO Fish and Fish Habitat Policy Statement. For instance, should any fish be detected, ensure that all in-water activities, or associated in-water structures, do not interfere with fish passage, constrict the channel width, or reduce flows, or result in the stranding or death of fish. It is very unlikely that any Species At Risk are in the creeks at any time. All water intake hoses will be equipped with a screen of an appropriate mesh size to ensure fish are not entrained. Water will be withdrawn at a rate such that fish will not become impinged on the screen. Sediment and erosion control measures will be implemented prior to and maintained during water intake operations to prevent entry of sediment into the water.Vegetation Communities and SpeciesInteractions: Physical damage to vegetation during construction and changes in the soil surface layer, leading to potential soil and permafrost erosion, changes in surface water hydrology and thermokarst. Fugitive dust may also suppress plant growth within a zone around construction zones.Effects: Vegetation impacts will be equal to the footprint of the reservoir and other infrastructure.Mitigation: Due to the extreme conditions at Eureka, construction will be conducted during the brief summer months. Damage can be reduced by covering the ground, possibly using matting, prior to construction to reduce physical disruption of the soil. Fugitive dust can be suppressed at its source. Additionally, vehicles will remain on pre-established roads/trails. Workers are to be advised of sensitivity of environment and limits of equipment travel will be determined.Wildlife Communities and SpeciesInteractions: Construction activities will occur during the summer, the time that nesting and denning occur for many bird and mammal species. For birds and mammals, the

interactions include behavioral changes such as avoidance and/or attraction to the site and changes in the dominant species in areas adjacent to the site. Effects: Effects are unlikely as construction activities will keep to areas of existing buildings and established roads, or will be in areas that have already been previously disturbed. However, minimization of impacts is important as the area in general has the potential for sensitive species migration. Mitigation: The Wildlife and Wildlife Habitat Management Plan (SLR, 2018) will be followed. Temporary workers will be informed of station protocols for the control and disposal of food and refuse to ensure that local wildlife is not attracted to the site. Temporary workers involved with construction activities will be trained to avoid contact with all wildlife and their nests (particularly with species at risk) and to report sightings to a central authority (i.e., supervisors) immediately. Movements of workers in off-hours should also be restricted to ensure nesting sites and denning areas are not disturbed. Site personnel will use trained wildlife monitors prior to, and during construction to ensure a coordinated, appropriate response to wildlife sightings and to ensure protection of local species during construction. In the event that Species At Risk Act listed birds or mammals are located in the area, construction crews will be prepared to modify, or delay, activity that might harm the protected species. For example, if nests with eggs are located for a protected species, activity in the area might be delayed until after hatching. Note: Source of above information is from the EIA and Specification Documents

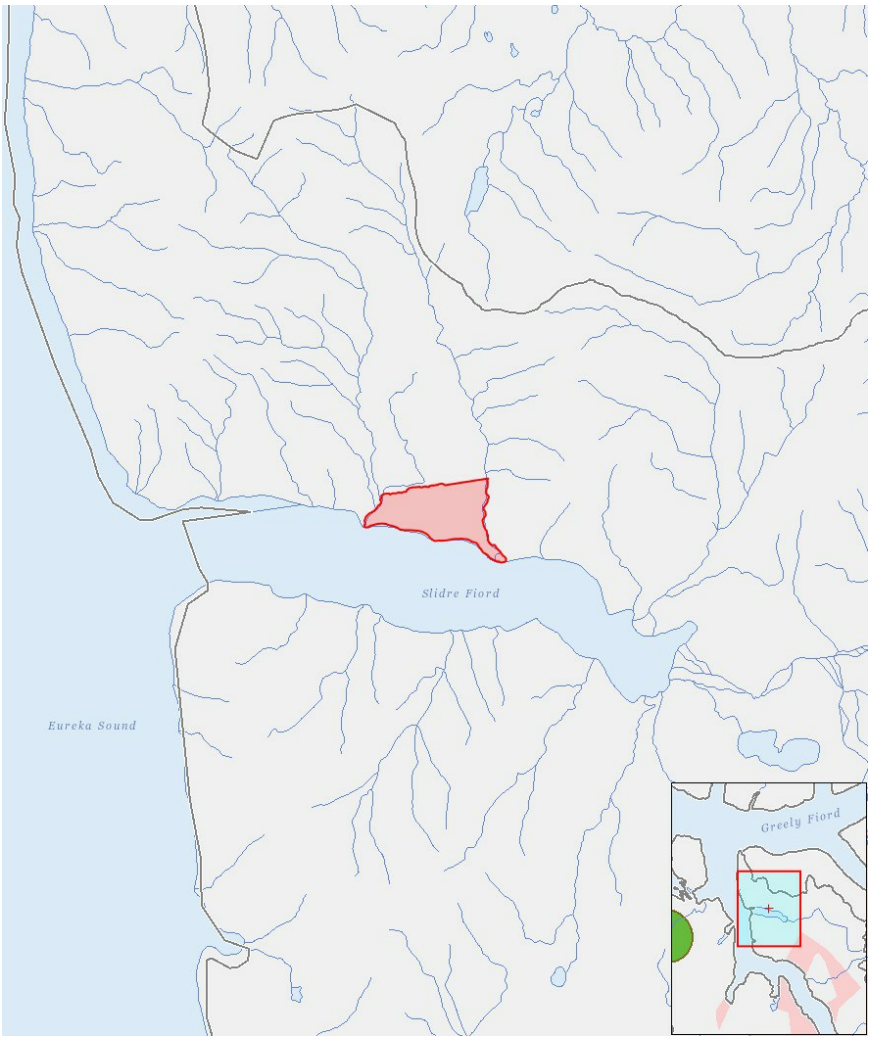
### **Cumulative Effects**

There are no adverse residual project effects to be considered in a cumulative effects assessment. That there are no identified adverse residual project effects is not surprising for a construction project such as this, where the works and activities are very limited in geographic extent and time.

## Impacts

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List of Project Geometries

1	polygon	f2021291189053-Eureka_LandReserveBoundary_20210204
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