



Yamoga Building, Old Airport Road,
P.O. Box 1, Fort Good Hope, NT X0E 0H0

Tel: 867-598-2413 Fax: 867-598-2325
www.slwb.com

February 14, 2020

File: S20S-001

Mr. Mark Cliffe-Phillips
Mackenzie Valley Environmental Impact Review Board
200 Scotia Centre
Box 938, 5102-50th Avenue
Yellowknife, NT X1A 2N7

Sent by email

Dear Mr. Cliffe-Phillips,

Re: Notice of Preliminary Screening Determination – Application for Land Use Permit – Geotechnical Investigation for Prohibition Creek Access Road, Sahtu Region, NWT

The Sahtu Land and Water Board (Board) met on February 14, 2019 and considered the Application from Government of the Northwest Territories – Department of Infrastructure (GNWT-INF) for Type A Land Use Permit (Permit) S20S-001 for the Geotechnical Investigation along the proposed Canyon Creek to Prohibition Creek access road.

The Board reviewed the preliminary screening based on the public record for the proceeding. Based on the evidence provided, the Board is satisfied the screening has been completed according to section 125(2)(a) of the MVRMA and has decided **not to refer** the project to environmental assessment. The Board's reasons for decision, as required by section 121 of the MVRMA, are attached.

If the Board does not receive notice of referral to environmental assessment, it can proceed with issuance of Permit S20S-001 on Tuesday February 25, 2020.

Our Board and staff look forward to continued communications throughout the pause period. If you have any questions or concerns regarding this letter, please contact Paul Dixon at (867) 598-2413 ext. 225 or email at Paul.dixon@slwb.com.

Yours sincerely,

Larry Wallace
Chair, Sahtu Land and Water Board

Copied to: Tulita Distribution List
Patricia Coyne, GNWT-INF

Attached: Preliminary Screening and Reasons for Decision

PRELIMINARY SCREENING REPORT FORM

<p>PRELIMINARY SCREENER: Sahtu Land and Water Board, Aswathy Mary Varghese, Bonnie Bergsma</p> <p>REFERENCE / FILE NUMBER: S20S-001</p> <p>APPLICANT: GNWT – Department of Infrastructure</p> <p>TITLE: Prohibition Creek Access Road Geotechnical Assessment</p> <p>MEETING DATE: Feb 14, 2019</p>	<p>EIRB REFERENCE NUMBER:</p>
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Type of Development: (S) – Geotechnical

- | | | |
|-----------------------------|---|---|
| Type of Development: | ✓ | New Development |
| (CHECK ALL THAT APPLY) | ○ | Amend, EIRB Ref. # |
| | ○ | Renew, EIRB Ref. # |
| | ✓ | Requires permit, licence or authorization |
| | ○ | Does not require permit, licence or authorization |

Project Summary: The purpose of this Project is to conduct a geotechnical assessment along the proposed 13 km Canyon Creek to Prohibition Creek all-season access road to characterize subsurface conditions prior to completing the final engineering design. The activities will take place within the alignment of the Mackenzie Valley Winter Road located southeast of Norman Wells NT. A track or truck mounted auger will be used to drill boreholes at approximately 1 km intervals along the route, as well as a minimum of four boreholes at Canyon Creek bridge crossing to inform future rehabilitation and/or replacement requirements for the bridge. Thermistor strings will be installed in each of the boreholes to monitor the ground temperature regimes. Upon completion of each borehole, the contractor will backfill the borehole immediately with drill cuttings. Water use will be minimal, no vegetation removal is anticipated, and no camp is required. The Project is expected to be completed within one week and will take place upon approval of the permit in February to March of 2020.

Project Scope: The scope of the project includes the use of equipment, storage and transfer of fuels, and geotechnical borehole drilling.

Principal Activities (related to scoping)

- | | | |
|---|---|---|
| <input type="radio"/> Construction | <input type="radio"/> Exploration | <input type="radio"/> Decommissioning |
| <input type="radio"/> Installation | <input type="radio"/> Industrial | <input type="radio"/> Abandonment |
| <input type="radio"/> Maintenance | <input type="radio"/> Recreation | <input type="radio"/> Aerial |
| <input type="radio"/> Expansion | <input type="radio"/> Municipal | <input type="radio"/> Harvesting |
| <input type="radio"/> Operation | <input type="radio"/> Quarry | <input type="radio"/> Camp |
| <input type="radio"/> Repair | <input checked="" type="checkbox"/> Linear / Corridor | <input checked="" type="checkbox"/> Scientific / Research |
| <input type="radio"/> Water Intake | <input checked="" type="checkbox"/> Sewage | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Other: Fuel Storage | | |

Principal Development Components (related to scoping)

- ✓ Access Road
 - construction
 - abandonment/removal
 - modification e.g., widening, straightening
- ✓ Automobile, Aircraft or Vessel Movement
 - Blasting
 - Building
 - Burning
 - Burying
 - Channeling
- Cut and Fill
- Cutting of Trees or Removal of Vegetation
- Dams and Impoundments
 - construction
 - abandonment/removal
 - modification
- Ditch Construction
- Drainage Alteration
- Drilling other than Geoscientific
 - Ecological Surveys
- Excavation
 - Explosive Storage
- ✓ Fuel Storage – (in tidy tanks on pick up trucks)
- Topsoil, Overburden or Soil
 - fill
 - disposal
 - removal
 - storage
- ✓ Waste Management
 - disposal of hazardous waste
 - ✓ waste generation
 - ✓ drilling wastes
- ✓ Sewage
 - ✓ disposal of sewage
- ✓ Geoscientific Sampling
 - trenching
 - diamond drill
 - ✓ borehole core sampling- auger or core drill
- Bulk soil sampling
- Gravel
- Hydrological Testing
- ✓ Site Restoration
 - fertilization
 - grubbing
 - planting/seeding
 - reforestation
 - scarify
 - spraying
 - ✓ recontouring – boreholes backfilled
- Slashing and removal of vegetation
- ✓ Soil Testing
- Stream Crossing/Bridging
- Tunneling/Underground
- Water Intake
- Other

NTS Topographic Map Sheet Numbers

096E

NTS Map Sheet #s:

Latitude/Longitude and UTM System:

Access Road between Canyon Creek Bridge and Prohibition Creek Bridge – 096E –

Eastern Extent Canyon Creek Bridge: 65° 13' 25.10" N; 126° 30' 52.21" W

Western Extent Canyon Creek Bridge: 65° 9' 14.83" N; 126° 18' 12.03" W

Nearest Community and Water Body: Norman Wells; Mackenzie River, Canyon Creek, Prohibition Creek

Land Status (consultation information)

(CHECK ALL THAT APPLY)

- Free Hold / Private
 Commissioner's Land
 Federal Crown Land
 Municipal Land

Transboundary Implications

- British Columbia
 Alberta
 Saskatchewan
 Yukon
 Nunavut
 Wood Buffalo National Park
 Inuvialuit Settlement Region

✓ N/A

Type of Transboundary Implication:

- Impact / Effect
 Development

Public Concern (DESCRIBE) _____

✓ N/A

PHYSICAL - CHEMICAL EFFECTS

IMPACT

MITIGATION

1. Groundwater

Water table alteration

Water quality changes

Groundwater is not expected to be encountered during the project but, will be noted on the field reports if encountered. Mitigation measures include:

1. The augers used for the drilling will be decontaminated so that the intersection of the boreholes with groundwater will not introduce any contaminants to the groundwater. Further, each of the boreholes will be backfilled with drill cuttings that came from that borehole, so, there will be no introduction of contaminants through backfilling.
2. The Spill Contingency Plan (SCP) will be in place to protect against spills and if any spills were to occur, they would be cleaned up (as per SCP). This will help prevent groundwater contamination via spills.
3. A Standard Condition for "Flowing Artesian Well" is added in the draft land use permit to address the event of encountering an aquifer during the drilling process.

Infiltration changes

Other:

1. Surface Water

Water flow or level changes

Water quality changes

Water will not be withdrawn from nearby waterbodies for the purposes of the drilling activities. (Water required for the Project will be sourced from the Town of Norman Wells and transported to the Project work sites).

Very small quantity of water (approx. 7 m³ for the project; less than 0.5 m³ of water per borehole) to be used and there will be no deposits of waste or other contaminants. Therefore, it is not anticipated that water quality of the surrounding waterbodies will be impacted.

Mitigation measures include:

1. Drilling activities will be completed greater than 30 m from the ordinary high-water mark of any waterbody.
2. Any spills will be cleaned up and reported in accordance with the SCP.
3. Fuel transfer will occur at least 100 m from any water body.

Water quantity changes

Drainage pattern changes

Temperature

Wetland changes / loss

Other:

IMPACT

MITIGATION

2. Noise

- ✓ Noise increase
- Project related noise will be localized and temporary given the short duration of the Project (approximately one week).
- Vehicles and/or equipment will not be at any specific location for long periods of time (greater than one day).
- Mitigation methods will include:
1. Vehicles and equipment will be maintained in proper operating condition to reduce noise;
 2. Unnecessary idling will be discouraged.
- ✓ Noise in/near Water
- Project related noise will be localized to the vicinity of work sites only, and temporary.
- Mitigation measures include:
1. Drilling activities will be completed > 30 m from the ordinary high-water mark of any watercourse.

3. Land

- Geologic structure changes
- Soil contamination
- Ground disturbance
- Buffer zone loss
- Soil compaction & settling
- ✓ Destabilization/
Erosion
- There is potential for water to pool in the backfilled boreholes and cause erosion. Mitigation measures include:
1. All project activities will take place in the winter under frozen conditions;
 2. Sand will be placed in a slight mound over the divot holes so if there is settling, a divot will be less likely to develop;
 3. Snow will be placed over the backfilled holes to provide insulation.
 4. A site-specific sediment and erosion contingency plan will be developed that outlines contingencies in the event of permafrost degradation leading to erosion.
- ✓ Permafrost regime alteration
- The project is located within the zone of discontinuous permafrost (NRCAN 1993; cited in Project Description Report). Although not anticipated, vegetation and/or surficial materials within the Project area may be disturbed. This disturbance may result in changes in the active layer depth and melting of ground ice which would result in surface water ponding, erosion, settlement, etc.
- Mitigation measures include:
1. The project is confined to the existing winter road during winter months, when the soil is frozen.
 2. If there is a requirement to move off of the existing winter road, work off of the winter road will proceed in accordance to the terms and conditions outlined in the land use permit regarding the snow depth thickness and timing (Department of Lands, 2015; cited in Project Description Report).
 3. Minimize disruption of undisturbed land.
 4. Where vegetation removal and/or damage is required, disturbance to the surface layer and vegetative root structures will be reduced to prevent impacts to permafrost.
 5. Equipment used for snow clearing will be equipped with mushroom shoes to prevent contact with root materials.

6. To minimize the effect of soil disturbance from the drilling, the frozen drill cuttings will be placed back into the boreholes.
7. Sand will be placed in a slight mound over the divot holes so if there is settling, a divot will be less likely to develop;
8. Snow will be placed over the backfilled holes to provide insulation.
9. A site-specific permafrost protection contingency plan will be developed that outlines contingencies in the event of permafrost degradation.

IMPACT

MITIGATION

4. Non-Renewable Natural Resources

- Resource depletion
- Other
- N/A

IMPACT

MITIGATION

5. Air / Climate / Atmosphere

✓ Air Quality

Emissions from gasoline and/or diesel combustion engines used during the Project will be generated. However, the number of vehicles/equipment for the project is low, which will generate their typical localized and temporary effects on air quality. The project is only for one week and vehicles and equipment will not be at a specific location for longer periods of time (greater than one day).

Mitigation measures include:

1. Vehicles and equipment will be maintained in proper operating condition;
2. Unnecessary idling will be discouraged;
3. Garbage will be disposed of in Norman Wells. No waste incineration will be completed at the work sites during the Project.
4. Vegetation cleared during the Project activities will not be burned.

✓ Climate Change

Based on the limited timeline, it is not expected that this Project will have a consequential effect upon climate change. Recognizing that climate change is a cumulative effect of human use of fossil fuels, this Project will take steps to avoid unnecessary greenhouse gas emissions.

Mitigation measures include:

1. Vehicles and equipment will be maintained in proper operating condition;
2. Unnecessary idling will be discouraged.

BIOLOGICAL ENVIRONMENT

IMPACT

MITIGATION

1. Vegetation

○ Species composition

✓ Species introduction

1. Equipment and vehicles entering the area will be cleaned to minimize or prevent the transport and spread of non-native/invasive plant species.

○ Toxin / heavy metal accumulation

○ Loss of timber along seismic lines

✓ Damage to ground vegetation and permafrost

1. Minimize disruption of undisturbed areas.
2. Where vegetation removal and/or damage is required, care will be taken to not disturb the surface organic layer and to leave root structures intact. This will protect permafrost and rare plant communities.
3. Equipment used for snow and vegetation clearing will be equipped with mushroom shoes to prevent contact with root materials.
4. Low vegetation will be 'walked down' instead of cutting wherever possible.
5. Any spills will be cleaned up and reported in accordance with the SCP.

○ Increased fire hazard

2. Wildlife & Fish

✓ Effects on rare, threatened or endangered species

The areas adjacent to the proposed Prohibition Creek Access Road alignment support wildlife including some species with special conservation status, such as Caribou. Although sensory and visual disturbances can occur, based on the short duration of the project, likelihood of significant negative impacts to NWT- listed or pre-listed species at risk is minimal.

Mitigation measures include:

1. Minimize Project footprint to the extent possible.
2. Wildlife monitor will be present during the Project to monitor the location of overwintering caribou. Project activities will be ceased if caribou are identified within 500 m.
3. Cease Project activities if caribou are identified within 500 m of the Project work sites. Work at the Project work sites will recommence when caribou are no longer within 500 m of the drilling location.
4. In order to minimize sensory and visual disturbances, vehicles and equipment will be maintained in proper operating condition, including the use of mufflers.
5. Observations of wildlife by Project personnel will be reported to ENR.
6. Traffic volumes and speeds will be kept low.

✓ Fish population changes

All of the boreholes will be drilled > 30 m from the watercourses and during the winter. Impacts to fish or fish habitat are not anticipated.

Mitigation includes:

1. All refueling > 100 m from watercourse
2. All spills cleaned up per SCP
3. Work areas will be kept clean

○ Waterfowl population

- ✓ Breeding disturbances As the Project will be completed during the winter months, migratory birds will not be within the Project area.

A den and nest survey within the Project area was completed by the GNWT Department of Environment and Natural Resources in November 2019. The survey did not identify any areas of concern within the Project area.

Mitigation includes:
 1. A raptor nest survey will be completed before the Project. If raptor nests are identified, horizontal setbacks will be established in accordance with the Sahtu Land Use Plan (1 km between early March to early August; 500 m between early August to late February) (SLUPB 2013).

- ✓ Population reduction Owing to the brief timeline of the Project (one week) and limited number of vehicles for the same, population reduction of wildlife is not anticipated, having enough precautionary measures in place.

Mitigations for potential wildlife population reduction and mortality from human-wildlife interactions include:
 1. Equipment and vehicle movements and speeds will be kept low, which should minimize risk of collisions;
 2. Any wildlife injury or mortality will be immediately reported to INF which will then inform ENR and the SLWB. The cause will be investigated with potential new mitigation developed and applied;
 3. Maintenance measures to reduce attraction of wildlife will be employed;
 4. Additional mitigation, if required, to minimize effects on wildlife will be developed.
 5. Wildlife will have the right-of-way during the Project.
 6. Project related employees and contractors will be prohibited from feeding, harassing, or approaching wildlife.
 7. Hunting will not be allowed during the Project.
 8. All sightings of caribou will be reported to wildlife monitors or environmental monitors.
 9. The locations of the caribou will be recorded and provided to ENR upon completion of the Project.
 10. The Project will comply with the NWT *Wildlife Act*.

- Species diversity change

- Health changes (identify)

- ✓ Behavioral changes (identify) The Project is only for a brief period of one week and along existing winter road alignment. Sensory disturbance effects from project activities (e.g. noise and visual disturbances) are expected to be short-term and localized.

Mitigation measures include:
 1. Minimize Project footprint to the extent possible.
 2. Wildlife monitor will be present during the Project to monitor the location of overwintering caribou. Project activities will be ceased if caribou are identified within 500 m (GNWT 2015).
 3. Drilling activities will not be completed within 800 m of bear, wolverine or wolf dens. If during the drilling activities, dens are identified, work will cease at that location.
 4. Cease Project activities if caribou are identified within 500 m of the Project work sites. Work at the Project work sites will recommence when caribou are no longer within 500 m of the drilling location.
 5. Completion of a raptor nest survey prior to the completion of the Project. If raptor nests are identified, horizontal setbacks will be established in accordance with the Sahtu Land Use Plan (1 km between early March to early August; 500 m between early August to late February) (SLUPB 2013).
 6. Vehicles and equipment will be maintained in proper operating condition, including the use of mufflers.
 7. Unnecessary idling will be discouraged

8. Traffic along the alignment will be minimized (when possible). Observations of wildlife by Project personnel will be reported to ENR.
9. Traffic volumes and speeds will be kept low.

Habitat changes / effects

Game species effects

Toxins / heavy metals

Spills of hydrocarbons or other toxic substances may result in injury to wildlife or wildlife habitat.

Mitigation measures to reduce the risk include:

1. Pre-project and tailgate safety meetings will be held on a regular basis throughout the Project schedule to minimize accidents and malfunctions in the field
2. All contaminants will be stored at a designated storage area more than 100 metre (m) from the high-water mark of any waterbody
3. All fuel storage vessels will have secondary containment such as containment trays, berms, and/or double-walled tanks designed to hold 110% of total volume of stored fuel
4. Other contaminants will be stored within a containment berm with capacity to hold 110% or more of the stored contaminants
5. All fuel storage and transfer operations will take place at a designated area, a minimum of 100 m from any waterbody or watercourse, and will be conducted by trained personnel
6. An emergency spill response kit will be kept in vehicles and wherever fuel is stored
7. Spill mats and/or drip pans/trays will be placed under all mobile fuelling containers and under equipment when not in use
8. All equipment used for operations will be in good working order and free of leaks
9. Regular inspection and maintenance will be conducted for all heavy equipment and vehicles, including fuel transfer hoses and fuel/oil lines, associated with the Project
10. Identified equipment or vehicle deficiencies will be repaired Drips will be cleaned up immediately
11. Comply with fuel storage and handling guidelines and best practices including personnel training, fuel storage setbacks, secondary containment, etc. Any spills will be cleaned up and reported in accordance with the SCP.

Forestry changes

Agricultural changes

Other: Wildlife Incidents

Any wildlife injury or mortality will be immediately reported to INF which will then inform ENR and the SLWB. The cause will be investigated with potential new mitigation developed and applied.

INTERACTING ENVIRONMENT

1. Habitat & Communities

- Predator-prey
- Wildlife habitat / ecosystem composition changes
 - Reduction / removal of keystone or endangered species
 - Removal of wildlife corridor or buffer zone
 - Other: Canadian Important Bird Areas

2. Social & Economic

- Planning / zoning changes or conflicts
- Rental house
 - Airport operations / capacity changes
- Human health hazard
 - Impair the recreational use of water or aesthetic quality
 - Affect water use for other purposes
 - Affect other land use operations
- Quality of life changes It is the GNWT mandate to support the Mackenzie Valley Highway which has been a long-deserved connection for Sahtu residents to reduce the cost of living.
- Public concern
- Other: Employment opportunities As this project is of a brief time frame, there are unlikely to be any significant or long-term impacts on employment and business in local communities. However, there will likely be short-term employment opportunities for residents of Norman Wells and other nearby communities as labourers, wildlife monitors, and/or drillers.

3. Cultural & Heritage

- Affects to historic property
 - Increased economic pressure
 - Changes to or loss of historic resources
- Changes to or loss of archeological resources The proposed road alignment is located within the Zone 63 Deh Cho (Mackenzie River) which is a Special Management Zone (SMZ) within the Sahtu Land Use Plan (SLUPB 2013). This SMZ has been identified to have the potential to have traditional land use sites. The Archaeological Overview Assessment (AOA) for the Project identified five water crossings (Canyon Creek, Francis Creek, Helava Creek, Christina Creek, and Prohibition Creek) with high archaeological potential. However, the Project will be completed on the current winter road alignment, archaeological features are not anticipated to be encountered during the Project, as per the AOA. The majority of the proposed alignment was concluded to be of low archaeological potential due to the flat and featureless landscape within heavily treed terrain.

Mitigation measures include:

1. AOA report recommended that the Project work can proceed in previously disturbed lands (e.g. along the existing winter road alignment).
2. If during the Project, archaeological sites are identified, INF and its Contractor will adhere to the conditions outlined in the LUP including but not limited to contacting the SLWB and the Prince of Wales Northern Heritage Centre.

○ Increased pressure on archeological resources

✓ Effects to aboriginal lifestyle

There is the possibility that the Project could disrupt hunting or trapping activities. However, with the short duration of the Project (one week), this potential effect is minimal.

✓ Other: Incorporation of local knowledge/community consultation

A Traditional Knowledge Study for the Project was completed by Norman Wells Renewable Resources Council by Jan 2020.

PRELIMINARY SCREENER / REFERRING BODY INFORMATION
(CHECK ALL THAT APPLY)

	RA or DRA	ADVISE	PERMIT REQUIRED
Federal			
ATOMIC ENERGY CONTROL BOARD	○	○	○
CANADIAN HERITAGE	○	○	○
CANADIAN TRANSPORTATION AGENCY	○	○	○
ENVIRONMENT CANADA	○	✓	○
FISHERIES & OCEANS	○	✓	○
ABORIGINAL AFFAIRS AND NORTHERN DEVELOPMENT CANADA	○	✓	○
INDUSTRY CANADA	○	○	○
NATIONAL DEFENSE	○	○	○
NATIONAL ENERGY BOARD	○	○	○
NATURAL RESOURCES	○	○	○
PUBLIC WORKS & GOVERNMENT SERVICES	○	○	○
TRANSPORT CANADA	○	○	○
CANADIAN NUCLEAR SAFETY COMMISSION	○	○	○
Territorial			
MUNICIPAL & COMMUNITY AFFAIRS	○	✓	○
PUBLIC WORKS & GOVERNMENT SERVICES	○	○	○
ENVIRONMENT & NATURAL RESOURCES	○	✓	○
TRANSPORTATION	○	✓	○
DEPARTMENT OF HEALTH AND SOCIAL SERVICES	○	✓	○
PRINCE OF WALES NORTHERN HERITAGE CENTRE	○	✓	○
INDUSTRY, TOURISM AND INVESTMENT	○	✓	○
LANDS	○	✓	○
Boards			
GWICH'IN LAND & WATER BOARD	○	○	○
SAHTU LAND & WATER BOARD	✓	○	✓
MACKENZIE VALLEY LAND & WATER BOARD	○	✓	○
MACKENZIE VALLEY ENVIR. IMPACT REVIEW BOARD	○	✓	○
SAHTU LAND USE PLANNING BOARD	○	✓	○
SAHTU RENEWABLE RESOURCES BOARD	○	✓	○
SAHTU HEALTH BOARD	○	○	○
Aboriginal / First Nation			
SAHTU SECRETARIAT INCORPORATED	○	✓	○
NORMAN WELLS LAND CORPORATION	○	✓	○
TULITA RENEWABLE RESOURCES COUNCIL	○	✓	○
TULITA DISTRICT LAND CORPORATION	○	✓	○
FORT NORMAN METIS LOCAL #60 LAND CORPORATION	○	✓	○
TULITA LAND CORPORATION	○	✓	○
NORMAN WELLS RENEWABLE RESOURCES COUNCIL	○	✓	○
Local Government			
TULITA HAMLET INCORPORATED	○	✓	○
TOWN OF NORMAN WELLS	○	✓	○
Communities			
Norman Wells, Tulita			

REASONS FOR DECISION

The Sahtu Land and Water Board met on February 14, 2020 to consider the land use permit (Permit) application S20S-001 from the Government of the Northwest Territories Department of Infrastructure (GNWT-INF) for a Geotechnical Drilling Program (Prohibition Creek Access Road Geotechnical Assessment) near Norman Wells (within the 60 m right-of-way of the existing winter road alignment between Canyon Creek Bridge and Prohibition Creek Bridge). The Board conducted a Preliminary Screening of this application based on the public record for the proceeding. Based on the evidence provided, the Board is satisfied that the screening has been completed in accordance with the Section 125 (2) of the *Mackenzie Valley Resource Management Act* (MVRMA) and has decided that, in their opinion, there is no reasonable likelihood that the proposed application might have a significant adverse impact on the environment and that the proposed application is not a cause for public concern as set out in paragraph 125(2)(a).

The Board has therefore decided the following:

1. Not to refer the Project to Environmental Assessment;
2. To approve the GNWT-INF's Application for Prohibition Creek Access Road Geotechnical Assessment;
3. If no referral to Environmental Assessment is received by the end of the day February 24, 2020, it will issue the S20S-001 Permit on February 25, 2020.

To assist the Board in completing a Preliminary Screening of this Application, the Board distributed the Application for public review on Jan 16, 2020, inviting Parties to provide comments and recommendations (e.g., on impacts and mitigation measures) using the Online Review System (ORS). Comments were due by Jan 30, 2020, with proponent (Applicant) responses due by Feb 6, 2020. The Board received comments from:

- **Tulita Renewable Resources Council (TRRC)**, who requested additional information about traditional knowledge for the project, raised concerns about fish habitat in the area and also about engagement between GNWT-INF and TRRC.
- **Government of the Northwest Territories – Environment and Natural Resources (GNWT-ENR)**, who provided general comments related to Hazardous Waste Management, Fuel Storage and Spill Contingency Planning and Reporting, Potential Impacts to Species at Risk, protection of wildlife and Waste Management practices to minimize interactions and Wildlife Incidents Reporting.
- **Government of the Northwest Territories, Department of Lands, Sahtu Region (GNWT-Lands-Sahtu)** Inspector who commented on traffic safety considerations, updates to Spill Contingency and Waste Management Plans, updates to equipment list, final amounts, types and storage of fuel and methods of fuel transfer, suggested modifications to draft permit conditions #14 and #29, and the need for a Permafrost Protection Plan and a Sediment and Erosion Plan that outline contingencies in the event of permafrost degradation.
- **Prince of Wales Northern Heritage Centre (PWNHC)** supported the inclusion of the standard conditions for Archeological and Burial Sites, confirmed that the AOA and AiA – High Potential conditions were not required; and requested that the AOA be submitted to them for approval.

No additional comments or concerns were raised by reviewers from the public review. Responses to comments and recommendations by the Applicant adequately addressed and acknowledged any remaining concerns.

Since no concerns were raised during the public review and no requests to extend reviewer comment deadline were received, the Board is satisfied that communities and First Nations affected by the Application have been notified and provided adequate time to provide comment on the Application as required by the land claim and self-government agreements subsection 63(2) of MVRMA, and any other applicable legislation and agreements.

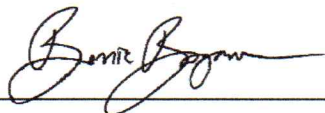
The Board is also of the opinion that the Application can proceed through the regulatory process and that any impacts of the development on the environment can be mitigated through the terms and conditions in the Land Use Permit. As a result, the Board, having due regard to the facts and circumstances, the merits of the

submissions made to it, and to the purpose, scope and intent of the MVRMA and the Mackenzie Valley Land Use Regulations, has decided that this Land Use Permit S20S-001 be issued subject to the terms and conditions contained therein.

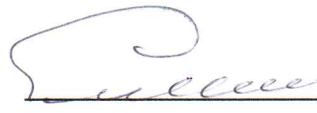
- Adequate time has been given to Reviewers to provide potential environmental impacts and mitigation measures on information as requested from the Applicant during the initial review period.
- The effects of the Project on the environment can take place in an environmentally responsible manner provided that mitigation measures outlined in the Project documents and Permit conditions are followed.

PRELIMINARY SCREENING DECISION	
<input checked="" type="checkbox"/>	Outside Local Government Boundaries
<input type="checkbox"/>	The development proposal might have a significant adverse impact on the environment, <i>refer it to the EIRB.</i>
<input checked="" type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>
<input type="checkbox"/>	The development proposal might have public concern, <i>refer it to the EIRB.</i>
<input checked="" type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>
<input type="checkbox"/>	Wholly within Local Government Boundaries
<input type="checkbox"/>	The development proposal is likely to have a significant adverse impact on air, water or renewable resources, <i>refer it to the EIRB</i>
<input type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>
<input type="checkbox"/>	The development proposal might have public concern, <i>refer it to the EIRB.</i>
<input type="checkbox"/>	<i>Proceed with regulatory process and/or implementation.</i>

Signed on the 14th Day of February 2020, on behalf of the Sahtu Land and Water Board



Witness



Chair, Sahtu Land and Water Board