ᓄᓇᕘᒥ ᐊᕙᑎᓕᕆᔨᒃᑯᑦ ᑲᑎᒪᔨᖏᑦᑎᒍᑦ ᑐᒃᓯᖅᑑᑦ ᕿᒥᕐᕈᔭᒃᓴᖅ #125884

OPP 2.0 Baseline Shoreline Mapping 2024

ᑐᒃᓯᖅᑑᑕᐅᔪᖅ ᖃᓄᐃᑦᑑᓂᖓ:	New
ᐱᓕᕆᐊᕆᔭᐅᔪᒫᑉ ᖃᓄᐃᑦᑑᓂᖓ:	Scientific Research
ᐅᓪᓗᖓ ᑐᒃᓯᖅᑑᑎᓕᐊᕕᓂᐅᑉ:	2/14/2024 1:50:54 PM
Period of operation:	from 0001-01-01 to 0001-01-01
ᑲᔪᓯᒃᑲᐃᔨᐅᓂᐊᕋᓱᒋᔭᐅᔪᑦ:	from 0001-01-01 to 0001-01-01
ᐱᓕᕆᐊᖅᑭᒪᔪᖅ:	Valerie Wynja ECCC 1125 Colonel By Drive, NWRC, Raven Road Ottawa Ontario K1S 5B6 Canada ᐅᖄᓚᐅᑏᑦ: 6132963540, ᓱᑲᔪᒃᑯᑦ:

ᑐᓴᐅᒪᔾᒃᓴᑦ

ᖃᓄᐃᑦᑑᑎᓂᒃ ᐱᓕᕆᐊᖃᕐᓂᐊᕆᐊᖓᓂᒃ

ᖃᓪᓗᓈᑎᑐᑦ: I have attached all project descriptions as attachments:- English, French, Inuinnaqtun, Kivallirmiutut and Qikiqtaaluk Nigiani.

ᐅᐃᕖᑎᑐᑦ: I have attached all project descriptions as attachments:- English, French, Inuinnaqtun, Kivallirmiutut and Qikiqtaaluk Nigiani.

ᐃᓄᒃᑎᑐᑦ: I have attached all project descriptions as attachments:- English, French, Inuinnaqtun, Kivallirmiutut and Qikiqtaaluk Nigiani.

Personnel

Personnel on site: 2

Days on site: 25

Total Person days: 50

Operations Phase: from 2024-06-01 to 2024-09-30

ᐱᓕᕆᐊᕆᔭᐅᓂᐊᖅᑐᑦ

ᓇᒥ	ᖃᓄᐃᑦᑑᒥᑦ ᐱᓕᕆᐊᖃᕐᓂᐊᖅᐸ	ᑭᒃᑯᑦ ᓄᓇᖁᑖᓂ	ᑐᓴᐅᒪᔭᒃᓴᑦ ᓄᓇᐅᑉ ᖃᓄᖅ ᐊᑐᒐᐅᓚᐅᖅᓯᒪᔭᕆᐊᖓᓐᓂᒃ	ᐃᑦᓴᕐᓂᑕᖃᕐᕕᐅᕙᓚᐅᖅᐸ ᐃᓄᖕᓄᑦ ᓇᔪᖅᑕᐅᖃᑦᑕᕐᓂᑰᕙᓪᓗ ᑕᐃᑦᓱᒪᓂᑐᖃᐅᓕᖅᑐᖅ	ᖃᓂᒋᓂᖅᐹᖅ ᓄᓇᓕᒋᔭᐅᔪᖅ ᐊᒻᒪᓗ ᓴᐳᒻᒥᒃᓯᕙᐅᕙᓪᓗ ᓱᓇᓄᑦ
Frobisher Bay Study Site	Aerial surveys	Inuit Owned Surface Lands	NA	NA	Proximity to nearest communities: Iqaluit, Apex are within the study site. Proximity to nearest protected areas: Katannilik Territorial Park, Sylvia Grinnell and Qaummaarviit Territorial Park are within the study site, Dewy Soper MBS (285 km away)
Frobisher Bay Study Site	Aerial surveys	Crown	NA	NA	Proximity to nearest communities: Iqaluit, Apex are within the study site. Proximity to nearest protected areas: Katannilik Territorial Park, Sylvia Grinnell and Qaummaarviit Territorial Park are within the study site, Dewy Soper MBS (285 km away)
Rankin Inlet, Chesterfield Inlet and Baker Lake Study Site	Aerial surveys	Inuit Owned Surface Lands	NA	NA	Proximity to nearest communities: Rankin Inlet, Chesterfield Inlet and Baker Lake are within the study site. Whale Cove and Arviat are close to the study site. Proximity to nearest protected

					areas: Iqalugaarjuup Nunanga Territorial Park is close to the study site. McConnel River MBS is 250 km away.
Rankin Inlet, Chesterfield Inlet and Baker Lake Study Site	Aerial surveys	Inuit Owned Sub-Surface Lands	NA	NA	Proximity to nearest communities: Rankin Inlet, Chesterfield Inlet and Baker Lake are within the study site. Whale Cove and Arviat are close to the study site. Proximity to nearest protected areas: Iqalugaarjuup Nunanga Territorial Park is close to the study site. McConnel River MBS is 250 km away.
Rankin Inlet, Chesterfield Inlet and Baker Lake Study Site	Aerial surveys	Crown	NA	NA	Proximity to nearest communities: Rankin Inlet, Chesterfield Inlet and Baker Lake are within the study site. Whale Cove and Arviat are close to the study site. Proximity to nearest protected areas: Iqalugaarjuup Nunanga Territorial Park is close to the study site. McConnel River MBS is 250 km away.
Southern Bathurst Inlet Study Site	Aerial surveys	Crown	NA	NA	Proximity to nearest communities: Cambridge Bay (280 km away) and Kugluktuk (340 km away) are close to the

					study site. Proximity to nearest protected areas Queen Maud Gulf MBS is 120 km away. Thelon Wildlife Sanctuary is 260 km away.
Southern Bathurst Inlet Study Site	Aerial surveys	Inuit Owned Surface Lands	NA	NA	Proximity to nearest communities: Cambridge Bay (280 km away) and Kugluktuk (340 km away) are close to the study site. Proximity to nearest protected areas Queen Maud Gulf MBS is 120 km away. Thelon Wildlife Sanctuary is 260 km away.
Southern Bathurst Inlet Study Site	Aerial surveys	Inuit Owned Sub-Surface Lands	NA	NA	Proximity to nearest communities: Cambridge Bay (280 km away) and Kugluktuk (340 km away) are close to the study site. Proximity to nearest protected areas Queen Maud Gulf MBS is 120 km away. Thelon Wildlife Sanctuary is 260 km away.

ᓄᓇᓕᐅᑉ ᐃᓚᐅᖃᑕᐅᓂᖓ ᓄᓇᓖᓪᓗ ᐊᕕᒃᑐᖅᓯᒪᐅᕐᓂᖓᓄᑦ ᐃᑲᔪᑕᐅᔪᓐᓇᖅᑐᑦ

ᓄᓇᓕᒥᔭᖅ	ᐊᑏᑦ	ᑲᑐᔾᔨᐊᖃᑎᒌᒥᔭᖅ	ᖃᖓ ᑐᓴᖅᑎᑕᐅᓚᐅᕆᐊᖏᓐᓂᒃ
ᐃᖃᓗᒃᑑᑦᓯᐊᖅ	Ivorson Maksagak	EHTO	2024-01-09
ᖃᒪᓂ'ᑐᐊᖅ	Baker Lake HTO	Baker Lake HTO	2024-02-15
ᐃᒡᓗᓕᒑᕐᔪᒃ	Chesterfield Inlet HTO	Chesterfield Inlet HTO	2024-02-15
ᑲᖏᖅᖠᓂᖅ	Rankin Inlet HTO	Rankin Inlet HTO	2024-02-15

ᓚᐃᓭᓐᓃᑦ ᐱᒧᙵᐅᑏ ᐊᙱᖅᑕᐅᓯᒪᔪᑦ

ᓇᒦᕐᐊᙱᙱᓐᓂᒃ ᐱᓕᕆᐊᕆᕝᕕᐅᓂᐊᖅᑐᑦ ᑎᑎᕋᕐᓗᒋᑦ:

ᓚᐃᓭᓐᓃᑦ ᐱᒧᙵᐅᑏ ᐊᙱᖅᑕᐅᓯᒪᔪᑦ

ᒐᕙᒪᒋᔭᐅᔫᑉ ᐊᕕᒃᑐᖅᓯᒪᐅᕐᓂᖓᓐᓂ ᒪᓕᒐᕐᓅᖓᔪᓂᒃ ᐱᖁᔭᕐᓅᖓᔪᓂᒡᓗ ᑲᒪᔩᑦ ᐱᔪᙵᐅᑎᑖᕈᑎᓂᒃ ᓚᐃᓭᓐᓯᓄᑦᑐ ᑲᔪᓯᒃᑲᐃᔩᑦ	ᖃᓄᐃᑦᑐᓪᓚᖏᐅᕙ ᓚᐃᓭᓐᓯᑖᕈᑕᐅᔪᖅ ᐱᔪᙵᐅᑎᑖᕈᑕᐅᔪᖅ ᐊᙱᖅᑕᐅᔪᕐᔫᓐᓃᑦ	ᒫᓐᓇ ᖃᓄᐃᓕᖓᕙ	ᐅᓪᓗᒥ ᑐᓂᔭᖅ/ ᑐᒃᓯᖅᑑᑕᐅᓚᐅᖅᓯᒪᔪᖅ	ᑭᒡᓕᖃᕐᕕᖓ
ᓄᓇᕗᒥ ᖃᐅᔨᓴᖅᑐᓕᕆᔨᒃᑯᑦ	Application will be submitted for a scientific research license for conducting shoreline videography in Nunavut. This will be done following NIRB review.	Not Yet Applied		
ᕿᑎᕐᒥᐅᑦ ᐃᓄᐃᑦ ᑲᑐᔾᔨᖃᑎᒌᒃᑯᙱᑦ	Seeking permission to potentially place one fuel cache on Inuit owned lands. Fuel cache will allow the helicopter to refuel during helicopter surveys in Bathurst Inlet.	Not Yet Applied		
ᑲᓇᑕᒥ ᓄᓇᖃᖅᑳᖅᑐᓕᕆᔨᒃᑯᑦ ᐅᑭᐅᖅᑕᖅᑐᒥ ᐱᕙᓪᓕᐊᔪᓕᕆᔩᓪᓗ	CIRNAC - Lands administration office. Permission to potentially cache fuel on crown lands.	Not Yet Applied		

Project transportation types

Transportation Type	ᓱᓇᒧᑦ ᐊᑐᒐᐅᓂᐊᖅᐸ	Length of Use
Air	Helicopter survey over the coast	

Project accomodation types

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ᐱᕐᑯᑦ ᐊᖏᔪᖅ ᐊᑐᖅᑕᐅᓂᐅᓭᖅ ᐃᓚᖃᓯᐅᑎᓗᒋᑦ ᐃᑰᑕᐃᑦ, ᒥᒡᓗᐊᕈᑏᑦ, ᖃᖓᑕᓲᖅ, ᓄᓇᓯᐅᑦ ᐊᓯᖏᒡᓗ

ᐊᖏᔪᖅ ᐱᕐᑯᑦ ᐊᑐᒐᐅᓂᐊᖅᑐᖅ ᖃᓄᐃᑦᑑᓂᖓ	ᖃᑦᓯᐅᕙᑦ	ᐊᖏᓂᖏᑦ - ᐳᖅᑐᓂᖏᑦ	ᓱᓇᒧᑦ ᐊᑐᒐᐅᓂᐊᖅᐸ
Helicopter	1	20 X 8	Use helicopter to collect key shoreline information and establish a shoreline database, low-altitude helicopter overflights (approximately 60-70 knots, 200-300 feet elevation above the water, and 300ft off the shoreline) are conducted at the study site to capture video of the shoreline characteristics.
Video Camera	1	24 x 6	Video camera on a gimbal to collect geotagged videos.
Camera	1	6x4	Digital camera to collect geotagged photos.
GPS	1	2x3	GPS to record our flight path.
Toughbook tablet	1	4x6	Toughbook tablet to display map and to record our flight path.
Drone	2	10x12	Potentially fly drone along the coastline to see if we can collect high resolution imagery suitable to doing a remote sensing classification.

ᑎᑎᕋᐅᓯᕆᓗᒍ ᐅᖅᓱᒃᓴᐃᑦ ᐊᑦᑕᓇᖅᑐᖅᑕᓖᒡᓗ ᐊᑐᖅᑕᐅᓂᐊᕐᓂᖏᑦ

ᓱᓇᒧᑦ ᐅᖅᓱᒃᓴᒋᐊᖅ ᐊᑐᒐᐅᓂᐊᖅᐸ	ᖃᓄᐃᑦᑐᒡᓚᕆᐅᕙ ᐅᖅᓱᒃᓴᒋᐊᖅ	ᖃᑦᓯᐅᕙᑦ ᐅᖅᓱᒃᓴᖃᐅᑏᑦ	ᐆᒃᓴᐅᑉ ᐃᒪᖃᖅᑎᒋᔪᓐᓇᕐᓂᖓ	ᑲᑎᒡᓗᒍ	ᐆᒃᓴᐃᑦ ᐊᒥᓲᓂᖏᑦ	ᓱᓇᒧᑦ ᐊᑐᒐᐅᓂᐊᖅᐸ
Aviation fuel	fuel	0	208	0	Liters	Access to aviation fuel from the coastguard ship for mapping in Frobisher Bay and Rankin/Chesterfield Inlets.
Aviation fuel	fuel	0	208	0	Liters	Access to aviation fuel from the Cambridge Bay Airport with the Southern Bathurst Inlet Study Site.
Aviation fuel	fuel	15	208	3120	Liters	We have applied to the Polar Continental Shelf Program for logistical research support in the Arctic. We have proposed one a fuel

						cache with 10-15 drums at the Bathurst Inlet Lodge. Coordinates: 66 50' 14.62N; 108 00' 57.64

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ᐅᓪᓗ ᑕᒪᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ	ᖃᓄᖅ ᐃᒥᖅᑕᖃᖅᑕᕐᓂᐊᖅᐸᑦ	ᓇᑭᑦ ᐃᒥᖅᑕᖃᖅᑕᕐᓂᐊᖅᐸᑦ
0		

ᐊᒃᑕᑰᑦ

ᐊᒃᑕᑯᓕᓇᓂᐊᕐᓂᖅ

ᐱᓕᕆᐊᕆᔭᐅᔪᒪᔪᒧᑦ ᐱᓕᕆᐊᕆᔭᐅᓂᐊᖅᑐᖅ	ᖃᓄᐃᑦᑐᖅ ᐊᒃᑕᑰᖅ	ᖃᓄᑎᒋ ᐊᒃᑕᑯᑦ ᓴᖅᑭᐊᓂᐊᖅᑐᕆᔭᐅᕚᑦ	ᖃᓄᖅ ᐊᒃᑕᖅᑕᐅᓂᐊᖅᐸ	ᓴᓗᒻᒪᖅᓴᐅᑎᒃᓴᒃᑲᓂᐅᓂᐊᖅᑐᑦ
Fuel and chemical storage	ᐊᒃᑕᑰᑦ ᐃᑯᐊᓚᑕᐅᔪᓐᓇᖅᑐᑦ	1 fuel cache	We shall locate all fuel and other hazardous materials a minimum distance awayfrom the high-water mark of any water body and environmentally sensitive areas as requiredby the appropriate authorizing agencies. The materials shall be stored in such a manner asto prevent their release into the environment.We shall use adequate secondary containment or a surface liner (e.g., selfsupportinginsta-berms and fold-a-tanks) when storing barreled fuel and chemicals at alllocations.We shall ensure that re-fuelling of all equipment occurs a minimum distanceaway from the high-water mark of any water body as required by the appropriate authorizingagencies.We shall have a Spill Contingency Plan in place at all fuel storage or transferlocations and shall ensure that appropriate spill response equipment and clean-up materials(e.g., shovels, pumps, barrels, drip pans, and absorbents) are readily available.	NA
Waste disposal	Other, food and domestic wastes	Minimal	We shall manage all hazardous and non-hazardous waste including food,domestic wastes and debris in such a manner to always avoid release into the environment and accessto wildlife until disposed of appropriately or at an approved facility.	NA

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We anticipate the low-altitude helicopter overflight will have a relatively low potential impact of wildlife and the environment. Wildlife may be impacted by: Noise, sudden movements, physical contact with helicopter (unlikely). Anticipated wildlife impact may include: brief periods of alertness while maintaining activities, animals may watch the aircraft, minor changes in animals existing travel speeds, methods and routes, and no change in animal group size or movements. Some moderate impacts might include flight to escape terrain, or flocks of birds taking flights or other changes in animal behavior. Mitigation measures: - Prior to initiation, identify and map sensitive sites (such as breeding, nesting, calving, migration) so we are aware of their location. - Seasonally (mid May-mid-July) avoid caribou birthing/rearing habitats by limiting helicopter flights altitudes to a minimum of 400m above the ground. - Select particular routes, heli-pads, heli-spots for all helicopter activities to avoid caribou birthing/reading areas. - Avoid landing sites on or near critical seasonal caribou habitats. - No circling above wildlife if spotted. - Avoid bear feeding sites, by limiting helicopter flights altitudes to a minimum of 400m above the ground and avoid general bear habiat by limiting helicopter flights altitudes to a minimum of 200m above the ground. - Liming helicopter overflights to a minimum of 400m above the ground in areas around waterfowl and shorebirds, and no circling over wetlands and flocks of birds. - Utilizing existing airstrips or using existing disturbed areas for helicopter takeoff and landings. - Predetermine suitable flight routes to: maintain avoidance distance, visual screening and reduced frequency of flights near critical areas. - Identify suitable landing sites in advance. - Plan fieldwork outside of calving/nesting/birthing season. - Convey the mitigation measures to all staff.

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

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

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This year, our work falls outside of any Migratory Bird Sanctuaries, National Parks, and other Conservation Areas. The Sylvia Grinnell Territorial Park and Katannilik Territorial parks are within the study site's boundaries for the proposed work around Frobisher Bay. For the Frobisher Bay Study site: Proximity to nearest communities: Iqaluit, Apex are within the study site. Proximity to nearest protected areas: Katannilik Territorial Park, Sylvia Grinnell and Qaummaarviit Territorial Park are within the study site, Dewy Soper MBS (285 km away)For the Rankin Inlet study site: Proximity to nearest communities: Rankin Inlet, Chesterfield Inlet and Baker Lake are within the study site. Whale Cove and Arviat are close to the study site. Proximity to nearest protected areas: Iqalugaarjuup Nunanga Territorial Park is close to the study site. McConnel River MBS is 250 km away.For the Bathurst Inlet Study site: Proximity to nearest communities: Cambridge Bay (280 km away) and Kugluktuk (340 km away) are close to the study site. Proximity to nearest protected areas Queen Maud Gulf MBS is 120 km away. Thelon Wildlife Sanctuary is 260 km away.

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This year, our work falls outside of any Migratory Bird Sanctuaries, National Parks, and other Conservation Areas. The Sylvia Grinnell Territorial Park and Katannilik Territorial parks are within the study site's boundaries for the proposed work around Frobisher Bay. The proposed project would take place within habitats of far-ranging wildlife species such as migratory and non-migratory birds, arctic fox, arctic hare and Species at Risk or Special Concern such as Polar Bears, Grizzly Bears, Wolverine, Harlequin Duck, Peregrine Falcon, Red Knot, Red-necked Phalarope, Short-eared Owl and Caribou.

ᒫᓐᓇ ᐊᕙᑎᐅᑉ ᖃᓄᐃᑦᑐᓪᓚᕆᐅᓂᖓ: ᐃᓄᓕᕆᓂᕐᒨᖓᔪᑦ-ᐱᕙᓪᓕᐊᔪᓕᕆᓂᕐᒨᖓᔪᑦ

This work will be taking place in several different locations a) Frobisher Bay and the nearest community is Iqaluit. We plan to fly past and map the coastline of Frobisher Bay from Iqaluit up to Ward Inlet/Eggleston Bay. B) Southern Bathurst Inlet and the nearest communities are Cambridge Bay, Kugluktuk and Gjoa Haven. We plan to fly around the inlet south of Ekalulia Island. C) Hudson Bay and the nearest communities are Rankin Inlet, Chesterfield Inlet and Baker Lake and Whale Cove. We plan to fly the coast of Rankin Inlet, Chesterfield Inlet and possibly Baker Lake if the helicopter range permits this. We anticipate that the overall impact of this work will be positive on the socioeconomic environment as it will equip communities with resources/information about the coastline to support decisions about shoreline management during an environmental emergency.

Miscellaneous Project Information

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The helicopter makes a single pass along the shoreline and moves along the coast. We typically fly at 110km an hour, so we pass by sites fairly quickly, reducing and limiting impact to the wildlife present. We anticipate the low-altitude helicopter overflight will have a relatively low potential impact of wildlife and the environment. Wildlife may be impacted by: Noise, sudden movements, physical contact with helicopter (unlikely). Anticipated wildlife impact may include: brief periods of alertness while maintaining activities, animals may watch the aircraft, minor changes in animals existing travel speeds, methods and routes, and no change in animal group size or movements. Some moderate impacts might include flight to escape terrain, or flocks of birds taking flights or other changes in animal behavior. As we are doing a single pass in the helicopter, past the coastline, we do NOT

anticipate the single flight having an impact on changes in animal activity periods, change in animal bedding and feeding areas, lower productivity or abandonment of preferred habitats. Aircraft are noisy machines that travel at high speed with the ability to approach wildlife closely. All aircraft approaches will invoke some kind of reaction from animals. It is difficult to assess the impact of short-term reaction on populations, productivity and habitat use. Helicopters are also associated with rotor downwash and brownouts: high velocity wind vortices are generated by helicopter blades when the machine is hovering above a runway or bushland. This generates blankets of airborne dust particles, reduces habitat values and exposes vegetation and wildlife to lethal wind velocities. Direct physical damage such as to hearing or vegetation being shredded by rotor downwash. Mitigation measures:-Prior to initiation, identify and map sensitive sites (such as breeding, nesting, calving, migration) so we are aware of their location.-Seasonally (mid May-mid-July) avoid caribou birthing/rearing habitats by limiting helicopter flights altitudes to a minimum of 400m above the ground. -Select particular routes, heli-pads, heli-spots for all helicopter activities to avoid caribou birthing/reading areas. -Avoid landing sites on or near critical seasonal caribou habitats.-No circling above wildlife if spotted.-Avoid bear feeding sites, by limiting helicopter flights altitudes to a minimum of 400m above the ground and avoid general bear habiat by limiting helicopter flights altitudes to a minimum of 200m above the ground. -Liming helicopter overflights to a minimum of 400m above the ground in areas around waterfowl and shorebirds, and no circling over wetlands and flocks of birds.-Utilizing existing airstrips or using existing disturbed areas for helicopter takeoff and landings. -Predetermine suitable flight routes to: maintain avoidance distance, visual screening and reduced frequency of flights near critical areas. -Identify suitable landing sites in advance.-Plan fieldwork outside of calving/nesting/birthing season.-Convey the mitigation measures to all staff.

Cumulative Effects

Disturbance for wildlife is an additive effect. While the occasional disturbance may be of limited short-term impact (such as this shoreline mapping project), each successive disturbance (other projects in the area) can escalate the impact. The duration of disturbances can be of escalating importance. Wildlife initial response to disturbance is to flee to a secure area, so the ability to have a security area available where there is no disturbance is crucial for mitigation for shore-term and long-term impacts. We plan to minimize cumulative impacts by limiting the overflights to one pass.

Impacts

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	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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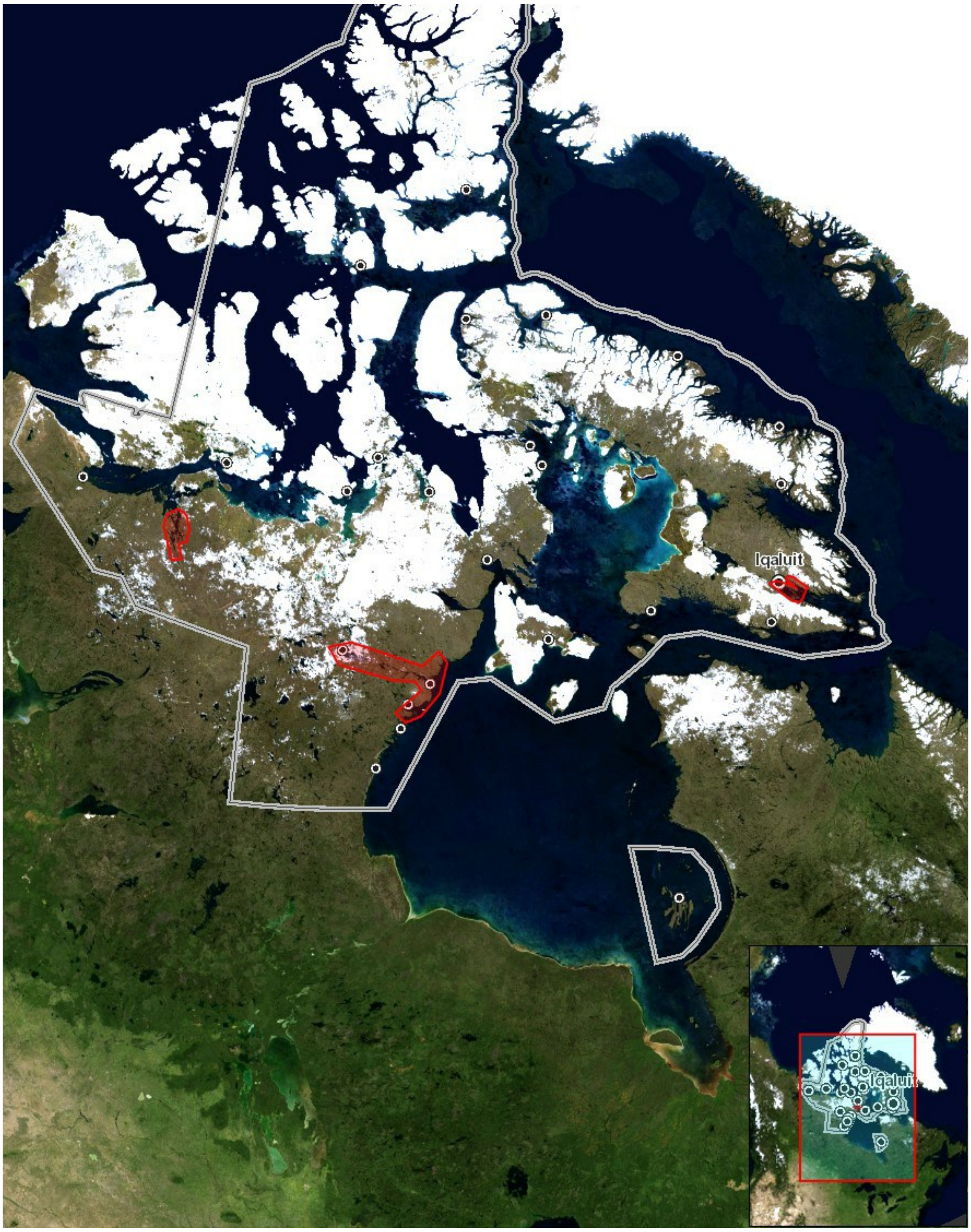

List of Project Geometries

1	polygon	Frobisher Bay Study Site
2	polygon	Rankin Inlet, Chesterfield Inlet and Baker Lake Study Site
3	polygon	Southern Bathurst Inlet Study Site